OWNER'S MANUAL
VFR1200F/FD



HONDA

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when it is resold.

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Welcome

Congratulations on your purchase of a new Honda motorcycle. Your selection of a Honda makes you part of a worldwide family of satisfied customers who appreciate Honda's reputation for building quality into every product.

To ensure your safety and riding pleasure:

- Read this owner's manual carefully.
- Follow all recommendations and procedures contained in this manual.
- Pay close attention to safety messages contained in this manual and on the motorcycle.

- The following codes in this manual indicate each country.
- The illustrations here in are based on the VFR1200F ED type.

Country Codes

Code	Country
VFR1200F	
E	UK
ED	European direct sales
F	France
U	Australia, New Zealand
KO	Korea
VFR1200FD	
E	UK
ED	European direct sales
F	France
U	Australia, New Zealand
KO	Korea
BR	Brazil

* The specifications may vary with each locale.

A Few Words About Safety

Your safety, and the safety of others, is very important. Operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on safety labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgement.

You will find important safety information in a variety of forms, including:

- Safety labels on the motorcycle
- Safety Messages preceded by a safety alert symbol and one of three signal words: DANGER, WARNING, or CAUTION. These signal words mean:

⚠DANGER

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠WARNING

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

⚠CAUTION

You CAN be HURT if you don't follow instructions.

Other important information is provided under the following titles:

NOTICE Information to help you avoid damage to your motorcycle, other property, or the environment.

Contents

Motorcycle Safety	P. 2
Operation Guide	P. 14
Maintenance	P. 40
Troubleshooting	P. 80
Information	P. 101
Specifications	P. 114
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Please read this section carefully.

Safety Guidelines P.3
Image Labels (Except BR, KO type) P.6
Safety Precautions P.9
Riding Precautions P.10
Accessories & Modifications P.12
Loading P.13

Safety Guidelines

Follow these guidelines to enhance your safety:

- Perform all routine and regular inspections specified in this manual.
- Stop the engine and keep sparks and flame away before filling the fuel tank.
- Do not run the engine in enclosed or partly enclosed areas. Carbon monoxide in exhaust gases is toxic and can kill you.

Always Wear a Helmet

It's a proven fact: helmets and protective apparel significantly reduce the number and severity of head and other injuries. So always wear an approved motorcycle helmet and protective apparel. ➔P.9

Before Riding

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check that you and your passenger are both wearing an approved motorcycle helmet and protective apparel. Instruct your passenger on holding onto the grab rail or your waist, leaning with you in turns, and keeping their feet on the footpegs, even when the motorcycle is stopped.

Take Time to Learn & Practice

Even if you have ridden other motorcycles, practice riding in a safe area to become familiar with how this motorcycle works and handles, and to become accustomed to the motorcycle's size and weight.

Ride Defensively

Always pay attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Make Yourself Easy to See

Make yourself more visible, especially at night, by wearing bright reflective clothing, positioning yourself so other drivers can see you, signaling before turning or changing lanes, and using your horn when necessary.

Ride within Your Limits

Never ride beyond your personal abilities or faster than conditions warrant. Fatigue and inattention can impair your ability to use good judgement and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one alcoholic drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. Don't drink and ride, and don't let your friends drink and ride either.

Keep Your Honda in Safe Condition

It's important to keep your motorcycle properly maintained and in safe riding condition. Inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits (➡P.13), and do not modify your motorcycle or install accessories that would make your motorcycle unsafe (➡P.12).

If You are Involved in a Crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your motorcycle. If the engine is still running, turn it off. Inspect for fluid

leaks, check the tightness of critical nuts and bolts, and check the handlebar, control levers, brakes, and wheels. Ride slowly and cautiously. Your motorcycle may have suffered damage that is not immediately apparent. Have your motorcycle thoroughly checked at a qualified service facility as soon as possible.

Carbon Monoxide Hazard

Exhaust contains poisonous carbon monoxide, a colourless, odorless gas. Breathing carbon monoxide can cause loss of consciousness and may lead to death.

If you run the engine in confined or even partly enclosed area, the air you breathe could contain a dangerous amount of carbon monoxide. Never run your motorcycle inside a garage or other enclosure.

⚠WARNING

Carbon monoxide gas is toxic. Breathing it can cause unconsciousness and even kill you. Avoid any areas or activities that expose you to carbon monoxide.

Image Labels (Except BR, KO type)

The following pages describe the label meanings. Some labels warn you of potential hazards that could cause serious injury. Others provide important safety information. Read this information carefully and don't remove the labels.

If a label comes off or becomes hard to read, contact your dealer for a replacement.

There is a specific symbol on each label. The meanings of each symbol and label are as follows.



Read instructions contained in Owner's Manual carefully.



Read instructions contained in Shop Manual carefully. In the interest of safety, take the motorcycle to be serviced only by your dealer.



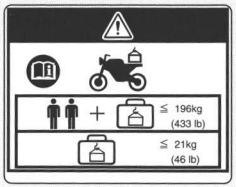
DANGER (with RED background)
You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

WARNING (with ORANGE background)
You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

CAUTION (with YELLOW background)
You CAN be HURT if you don't follow instructions.



RADIATOR CAP LABEL
DANGER
NEVER OPEN WHEN HOT.
Hot coolant will scald you.
Relief pressure valve begins to open at **1.1 kgf/cm²**.



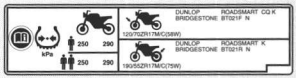
ACCESSORIES AND LOADING WARNING LABEL
WARNING
ACCESSORIES AND LOADING

- The safety stability and handling of this motorcycle may be affected by the addition of accessories and luggage.
- Read carefully the instructions contained in user's manual and installation guide before installing any accessory.
- The total weight of accessories and luggage added to rider's and passenger's weight should not exceed **196 kg (433 lb)**, which is the maximum weight capacity.
- The luggage weight must not exceed **21 kg (46 lb)** under any circumstances.
- The fitting of large fork-mounted or large handlebar mounted fairing is not recommended.

continued



REAR CUSHION LABEL
GAS FILLED
Do not open. Do not heat.



TYRE INFORMATION LABEL
Cold tyre pressure:
[Driver only]
Front **250 kPa (2.50 kgf/cm², 36 psi)**
Rear **290 kPa (2.90 kgf/cm², 42 psi)**
[Driver and passenger]
Front **250 kPa (2.50 kgf/cm², 36 psi)**
Rear **290 kPa (2.90 kgf/cm², 42 psi)**
Tyre size:
Front **120/70ZR17M/C (58W)**
Rear **190/55ZR17M/C (75W)**

Tyre brand:	DUNLOP	BRIDGESTONE
Front	**ROADSMART CQ K**	**BT021F N**
Rear	**ROADSMART K**	**BT021R N**



SAFETY REMINDER LABEL
For your protection, always wear helmet, protective apparel.
FUEL LABEL
Unleaded petrol only
High Octane Recommended

Safety Precautions

- Ride cautiously and keep your hands on the handlebars and feet on the footpegs.
- Keep passenger's hands on the handgrips, passenger's feet on the footpegs while riding.
- Always consider the safety of your passenger, as well as other drivers and riders.

Protective Apparel

Make sure that you and any passenger are wearing an approved motorcycle helmet, eye protection, and high-visibility protective clothing. Ride defensively in response to weather and road conditions.

Helmet

Safety-standard certified, high-visibility, correct size for your head

- Must fit comfortably but securely, with the chin strap fastened
- Face shield with unobstructed field of vision or other approved eye protection

⚠WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash. Make sure that you and any passenger always wear an approved helmet and protective apparel.

Gloves

Full-finger leather gloves with high abrasion resistance

Boots or Riding Shoes

Sturdy boots with non-slip soles and ankle protection

Jacket and Pants

Protective, highly visible, long-sleeved jacket and durable trousers for riding (or a protective suit).

Riding Precautions

Running-in Period

During the first 500 km (300 miles) of running, follow these guidelines to ensure your motorcycle's future reliability and performance.

- Avoid full-throttle starts, rapid acceleration, rapid braking and rapid down-shifts. Ride conservatively.

Brakes

Observe the following guidelines:

- Avoid excessively hard braking and sudden shifting to a lower gear.
 - ▶ Sudden braking can reduce the motorcycle's stability.
 - ▶ Where possible, reduce speed before turning; otherwise you risk wheel slippage.
- Exercise caution on low traction surfaces.
 - ▶ The wheels lock more easily on such surfaces, and braking distances are longer.
- Avoid continuous braking.
 - ▶ Repeated braking can overheat the brakes, reducing their effectiveness.

Brake System

Your motorcycle is equipped with a brake system that distributes the braking force between the front and rear brakes.
The distribution of the braking force applied to the front and rear brakes when operating the lever only and when operating the pedal only is different.
For full braking effectiveness, operate both the lever and pedal together.

ABS (Anti-lock Brake System)

ABS helps prevent the brakes from locking up during hard braking. Always use the recommended tyres to ensure correct ABS operation.

- ABS does not reduce braking distance. In certain circumstances, ABS may result in a longer stopping distance.
- ABS does not function at speeds below 10 km/h (6 mph).
- The brake lever and pedal may recoil slightly when applying the brakes. This is normal.

Engine Braking

Engine braking helps slow your motorcycle down when you release the throttle. For further slowing action, downshift to a lower gear. Use engine braking with intermittent use of the brakes to reduce speed when descending long, steep slopes.

Wet or Rainy Conditions

Road surfaces are slippery when wet, and wet brakes further reduce braking efficiency. Exercise extra caution when braking in wet conditions.

If the brakes get wet, apply the brakes while riding at low speed to help them dry.

Parking

- Park on a firm, level paved surface.
- If you must park on a slight incline or loose surface, park so that the motorcycle cannot move or fall over.
- Make sure that high-temperature parts cannot come into contact with flammable materials.
- Do not touch the engine, muffler, brakes and other high-temperature parts until they cool down.
- To reduce the likelihood of theft, always lock the handlebars and remove the key when leaving the motorcycle unattended. Use of an anti-theft device is also recommended.

Parking with the Side Stand

1. Stop the engine.
2. Push the side stand down.

continued

3. Slowly lean the motorcycle to the left until its weight rests on the side stand.
4. Turn the handlebars fully to the left.
 ► Turning the handlebars to the right reduces stability and may cause the motorcycle to fall.
5. Turn the ignition switch to the LOCK position and remove the key. ➔P.27

Refuelling and Fuel Guidelines

Follow these guidelines to protect the engine and catalytic converters:

- Use only unleaded petrol.
- Use recommended octane number. Using lower octane petrol will result in decreased engine performance.
- Do not use fuels containing a high concentration of alcohol. ➔P.106
- Do not use stale or contaminated petrol or an oil/petrol mixture.
- Avoid getting dirt or water in the fuel tank.

Accessories & Modifications

We strongly advise that you do not add any accessories that were not specifically designed for your motorcycle by Honda or make modifications to your motorcycle from its original design. Doing so can make it unsafe. Modifying your motorcycle may also void your warranty and make your motorcycle illegal to operate on public roads and highways. Before deciding to install accessories on your motorcycle be certain the modification is safe and legal.

⚠WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.
Follow all instructions in this owner's manual regarding accessories and modifications.

Do not pull a trailer with, or attach a sidecar to, your motorcycle. Your motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

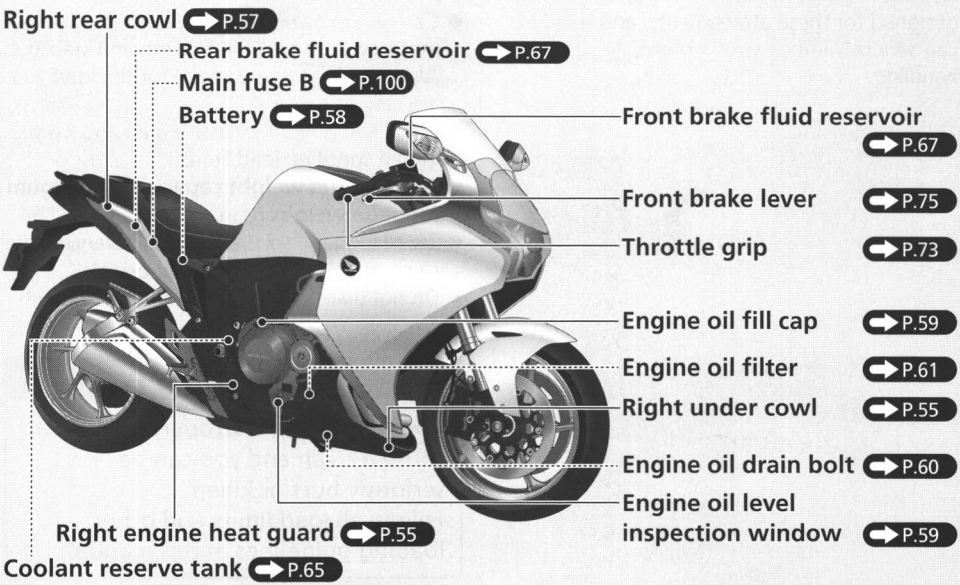
Loading

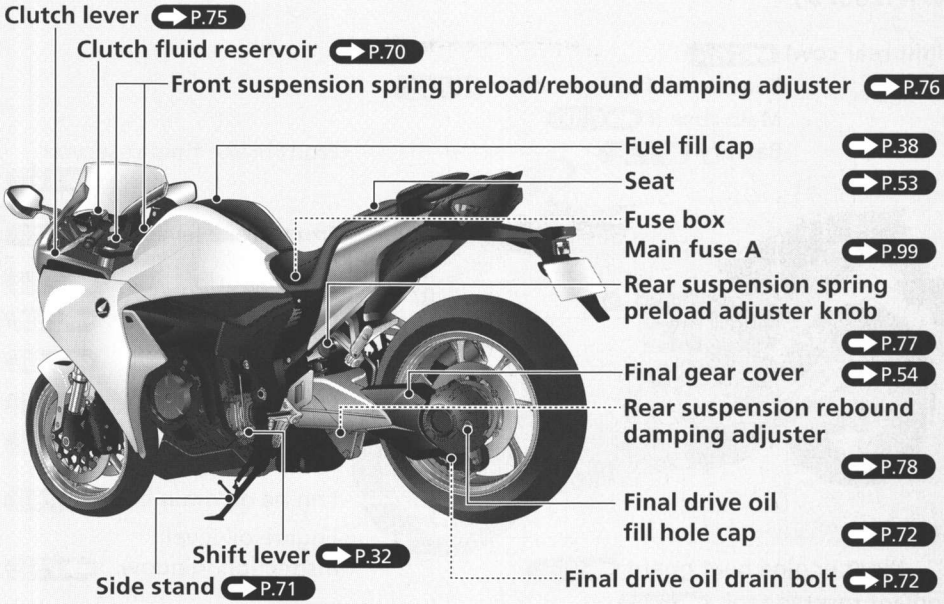
- Carrying extra weight affects your motorcycle's handling, braking and stability. Always ride at a safe speed for the load you are carrying.
- Avoid carrying an excessive load and keep within specified load limits.
 Maximum weight capacity / Maximum luggage weight P.114
- Tie all luggage securely, evenly balanced and close to the centre of the motorcycle.
- Do not place objects near the lights or the muffler.

⚠WARNING

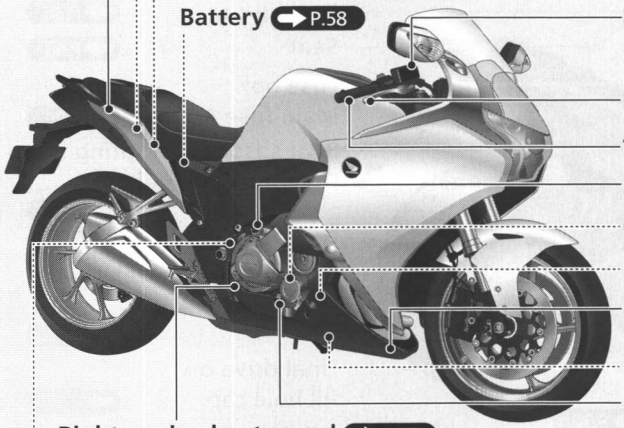
Overloading or improper loading can cause a crash and you can be seriously hurt or killed.
Follow all load limits and other loading guidelines in this manual.

Parts Location
(VFR1200F)

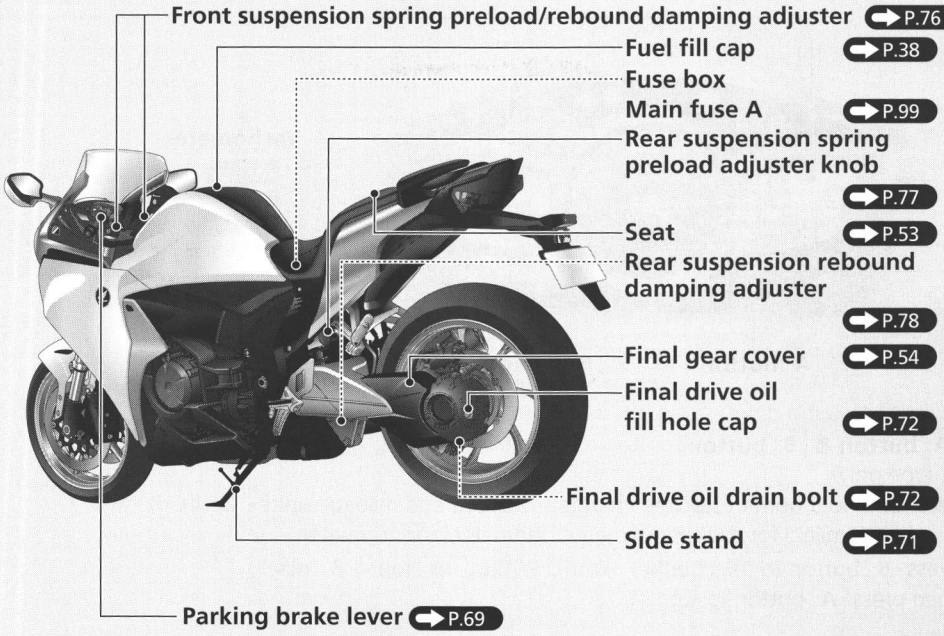



Clutch lever P.75
Clutch fluid reservoir P.70
Front suspension spring preload/rebound damping adjuster P.76
Fuel fill cap P.38
Seat P.53
Fuse box
Main fuse A P.99
Rear suspension spring preload adjuster knob P.77
Final gear cover P.54
Rear suspension rebound damping adjuster P.78
Final drive oil fill hole cap P.72
Final drive oil drain bolt P.72
Shift lever P.32
Side stand P.71

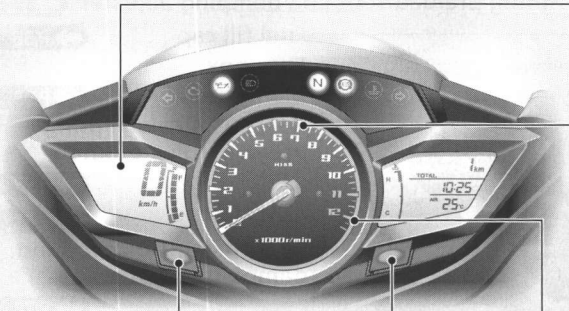
Parts Location *(Continued)* (VFR1200FD)



Right rear cowl P.57
Rear brake fluid reservoir P.67
Main fuse B P.100
Battery P.58
Front brake fluid reservoir P.67
Front brake lever P.75
Throttle grip P.73
Engine oil fill cap P.59
Clutch oil filter P.63
Engine oil filter P.61
Right under cowl P.55
Engine oil drain bolt P.60
Engine oil level inspection window P.59
Right engine heat guard P.55
Coolant reserve tank P.65


Front suspension spring preload/rebound damping adjuster P.76
Fuel fill cap P.38
Fuse box
Main fuse A P.99
Rear suspension spring preload adjuster knob P.77
Seat P.53
Rear suspension rebound damping adjuster P.78
Final gear cover P.54
Final drive oil fill hole cap P.72
Final drive oil drain bolt P.72
Side stand P.71
Parking brake lever P.69

Instruments



NOTICE

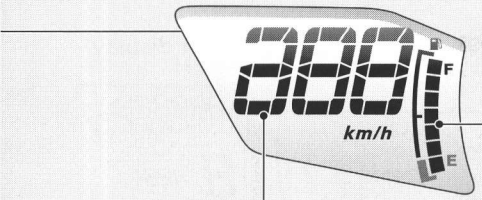
Do not operate the engine in the tachometer red zone. Excessive engine speed can adversely affect engine life.

A button & B button

(E type only)

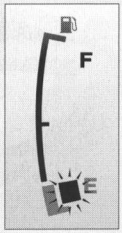
Press and hold both buttons to change the speed and mileage units ("km/h" & "km" / "mph" & "mile") for the speedometer, odometer, and tripmeter.

Press B button to select either "km/h" & "km" or "mph" & "mile", then press A button to set.



Speedometer

Fuel gauge
Remaining fuel when only 1st (E) segment starts flashing: approximately 4.5 litres (1.19 US gal, 0.99 Imp gal)

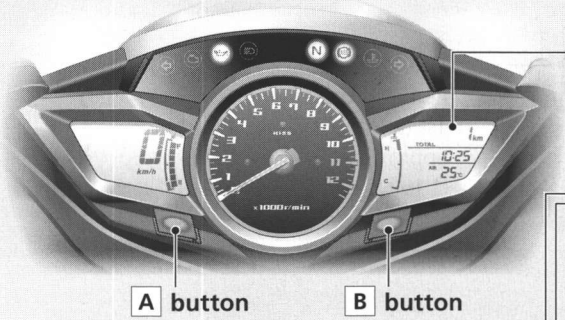


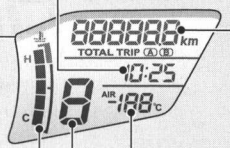
Display Check

When the ignition switch is turned ON, all the mode and digital segments will show. If any part of these displays does not come on when it should, have your dealer check for problems.

continued

Instruments *(Continued)* (VFR1200F)





Clock (12-hour display)

Air temperature gauge (AIR)

Display range: -10 to 50 °C

- Below -11 °C: "- - " displays
- Above 50 °C:
 - Air temperature gauge (flashing digits)

▶ The temperature readout may be incorrect at low speeds due to reflected heat.

Coolant temperature gauge (🌡)

- Above 122 °C:
 - High coolant temperature indicator lights
 - 5th (H) segment flashes

▶ Even if the engine coolant temperature is low, the cooling fan may start running when you rev up the engine. This is normal.

Gear position indicator

Shows 1st to 6th gear position.

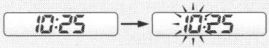
Odometer [TOTAL] & Tripmeter [TRIP A/B]

A button switches between odometer & tripmeters.

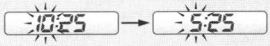
- Odometer: Total distance ridden.
- Tripmeter: Distance ridden since tripmeter was reset (press and hold B button to reset to 0.0 km/miles).

To set the clock:

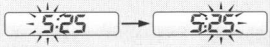
1. Turn the ignition switch ON.
2. Select the odometer.
3. Press and hold B button until the hour digits start flashing.



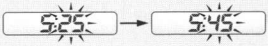
4. Press B button until the desired hour is displayed.
 ▶ Press and hold to advance the hour fast.



5. Press A button. The minute digits start flashing.

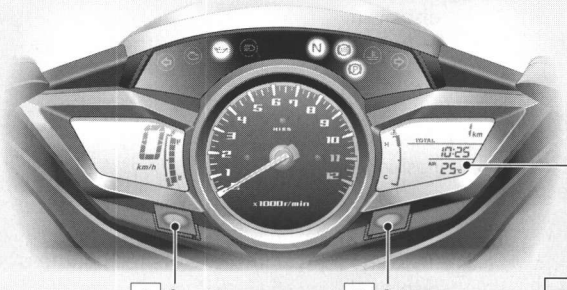


6. Press B button until the desired minute is displayed.
 ▶ Press and hold to advance the minute fast.



7. Press A button. The clock is set.
 ▶ The time can also be set by turning the ignition switch OFF.

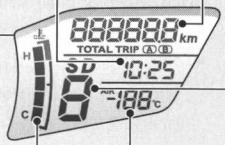
Instruments *(Continued)*
(VFR1200FD)



Odometer [TOTAL] & Tripmeter [TRIP A/B] P.21

To set the clock: P.21

Clock (12-hour display)



Coolant temperature gauge (🌡)

- Above 122 °C:
 - High coolant temperature indicator lights
 - 5th (H) segment flashes

► Even if the engine coolant temperature is low, the cooling fan may start running when you rev up the engine. This is normal.

Air temperature gauge (AIR)

Display range: -10 to 50 °C

- Below -11 °C: "– –" displays
- Above 50 °C:
 - Air temperature gauge (flashing digits)

► The temperature readout may be incorrect at low speeds due to reflected heat.

D indicator

Comes on when the D mode is selected in the AT MODE. P.36

S indicator

Comes on when the S mode is selected in the AT MODE. P.36

Gear position indicator

The gear position is shown in the gear position indicator when the D, S mode or MT MODE are selected.

- "-" appears for a few seconds and then goes off when the engine starts.
- "-" flashes when the engine stop switch position is changed from RUN to OFF with the ignition switch ON.
- "-" flashes when the ignition switch is turned ON with the engine stop switch OFF.

The indicator may flash if:

- The front wheel leaves the ground.
- You turn the wheel while the motorcycle is upright on the stand.

This is normal. To operate the system again, turn the ignition switch OFF, then ON again.

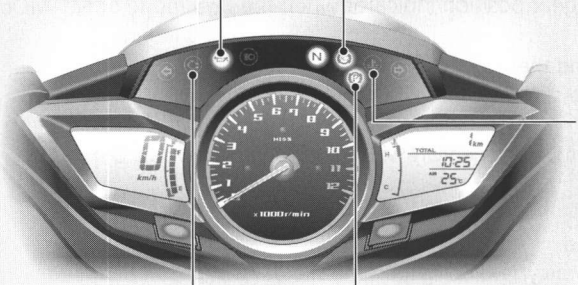
If the "-" indicator is blinking in the gear position window while riding: P.85

Indicators

Low oil pressure indicator

Comes on when the ignition switch is turned ON. Goes off when the engine starts.

If it comes ON while engine is running: P.83



PGM-FI (Programmed Fuel Injection) malfunction indicator lamp (MIL)

Comes on briefly when the ignition switch is turned ON with the engine stop switch in the RUN position.

If it comes ON while engine is running: P.83

ABS (Anti-lock Brake System) indicator

Comes on when the ignition switch is turned ON. Goes off when your speed reaches approximately 10 km/h (6 mph).

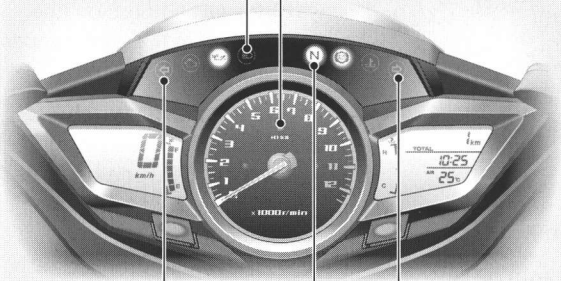
If it comes ON while riding: P.84

High coolant temperature indicator

If it comes ON while riding: P.82

Parking brake indicator (VFR1200FD only)

Lights as a reminder that you have not released the parking brake lever. P.28



High beam indicator

HISS indicator P.103

- Comes on briefly when the ignition switch is turned ON with the engine stop switch in the RUN position. Goes off if the ignition key has the correct coding.
- Flashes every 2 seconds for 24 hours when the ignition switch is turned OFF.

Right turn signal indicator

N Neutral indicator

Comes ON when the transmission is in Neutral.

Left turn signal indicator

Switches
(VFR1200F)



Engine stop switch
Should normally remain in the RUN position.
▶ In an emergency, switch to the OFF position (the starter motor will not operate) to stop the engine.

Hazard switch
Switchable when the ignition switch is ON. Can be turned to OFF regardless of the ignition switch position.
▶ The signals continue flashing with the ignition switch in OFF or LOCK after the hazard switch is ON.

Start button
Headlight turns off when operating the starter motor.

Horn button

Turn signal switch

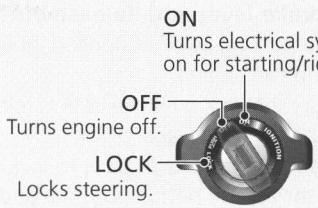
Headlight dimmer switch
- : High beam
- : Low beam

Passing light control switch
Flashes the high beam headlight.

Ignition Switch

Switches the electrical system on/off, locks the steering.

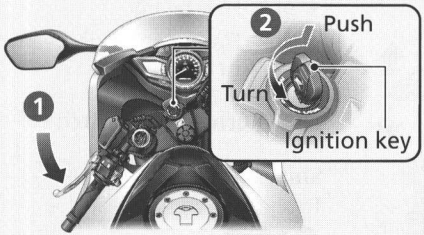
► Key can be removed when in the OFF or LOCK position.



Steering Lock

Lock the steering when parking to help prevent theft.

A U-shaped wheel lock or similar device is also recommended.



Locking

1. Turn the handlebars all the way to the left.
2. Push the key down, and turn the ignition switch to the LOCK position.
 ► Jiggle the handlebars if the lock is difficult to engage.
3. Remove the key.

Unlocking

Insert the key, push it in, and turn the ignition switch to the OFF position.

Switches *(Continued)* (VFR1200FD)

Parking brake lever and Release button

Be sure the parking brake is applied while parking and warming up the engine.

▶ Make sure the parking brake lever is released before riding.

To apply the parking brake lock

Pull the parking brake lever back to lock the rear wheel.

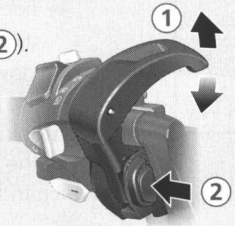
▶ Be sure the release button pops out and parking brake lever is not released.

▶ The parking brake lock will not function if the parking brake is not adjusted properly. P.69

To release the parking brake lock

Release the parking brake lever by lightly pulling in the lever (①) and pressing the release button (②).

▶ Before riding, check that the parking brake indicator is turned OFF and make sure that the parking brake is fully released so there is no drag on the rear wheel.



Hazard switch P.26

Shift up switch (+)

To shift up the gear. P.37

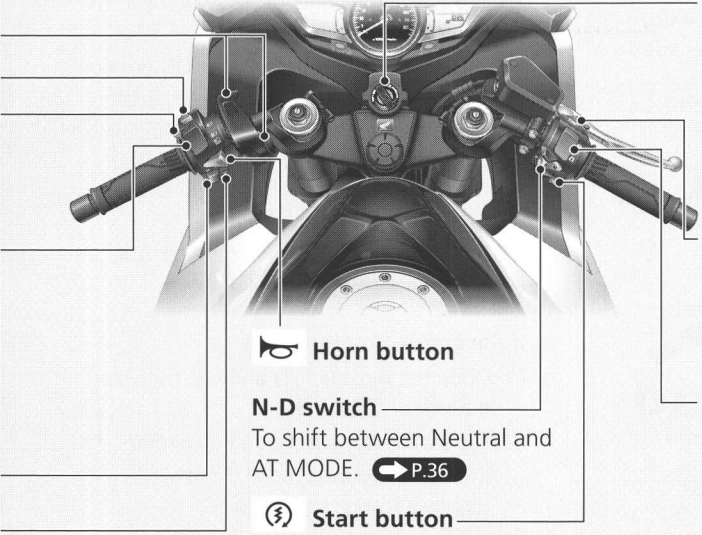
Headlight dimmer/ Passing light control switch

- ≣D : High beam
- ≣D : Low beam
- ≣D PASS : Flashes the high beam headlight.

⇦⇨ Turn signal switch

Shift down switch (-)

To shift down the gear. P.37



Ignition Switch
Switches the electrical system on/off, locks the steering.
▶ Key can be removed when in the OFF or LOCK position.
Steering Lock: P.27

AT/MT switch
To shift between the AT MODE and MT MODE.
P.36

Engine stop switch
Should normally remain in the RUN position.
▶ In an emergency, switch to the OFF position (the starter motor will not operate) to stop the engine.

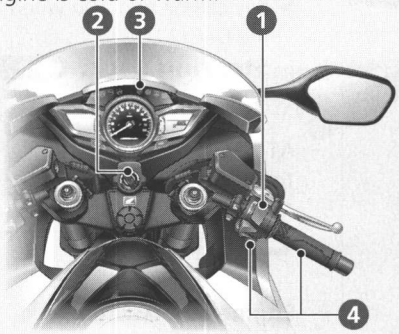
Horn button

N-D switch
To shift between Neutral and AT MODE. P.36

Start button
Headlight turns off when operating the starter motor.

Starting the Engine
(VFR1200F)

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition OFF and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.

1. Make sure the engine stop switch is in the RUN position.
2. Turn the ignition switch to the ON position.
3. Shift the transmission to Neutral (N indicator comes ON). Alternatively, pull in the clutch lever to start your motorcycle with the transmission in gear so long as the side stand is raised.
4. Press the start button with the throttle completely closed.

If the engine does not start:

(1) Open the throttle fully and press the start button for 5 seconds.

(2) Repeat the normal starting procedure.

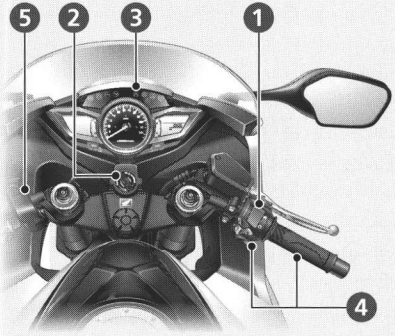
(3) If the engine starts, open the throttle slightly if idling is unstable.

(4) If the engine does not start, wait 10 seconds before trying steps (1) & (2) again.

If Engine Will Not Start P.81

(VFR1200FD)

Start your engine using the following procedure, regardless of whether the engine is cold or warm.



NOTICE

- If the engine does not start within 5 seconds, turn the ignition OFF and wait 10 seconds before trying to start the engine again to recover battery voltage.
- Extended fast idling and revving the engine can damage the engine, and the exhaust system.

1. Make sure the engine stop switch is in the RUN position.
2. Turn the ignition switch to the ON position.
3. Check the transmission in Neutral (N indicator comes ON).
4. Press the start button with the throttle completely closed.
5. Make sure the parking brake lever is released before riding.

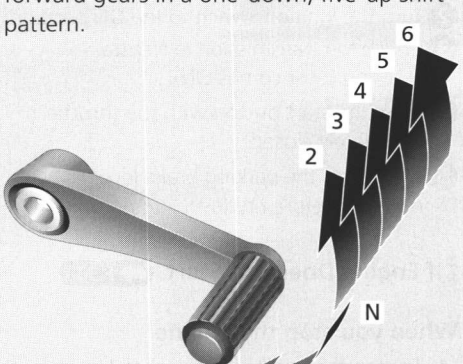
If Engine Does Not Start P.30

When you stop the engine

1. To stop the engine, put gear to Neutral (N indicator comes ON).
2. Turn the ignition switch OFF.
3. Pull the parking brake lever when you park the motorcycle.

Shifting Gears
(VFR1200F)

Your motorcycle transmission has six forward gears in a one-down, five-up shift pattern.



If you put the motorcycle in gear with the side stand down, the engine will shut off.

(VFR1200FD)

VFR1200FD is equipped with an automatically controlled 6-speed transmission. It can be shifted automatically (by AT MODE) or manually (by MT MODE).

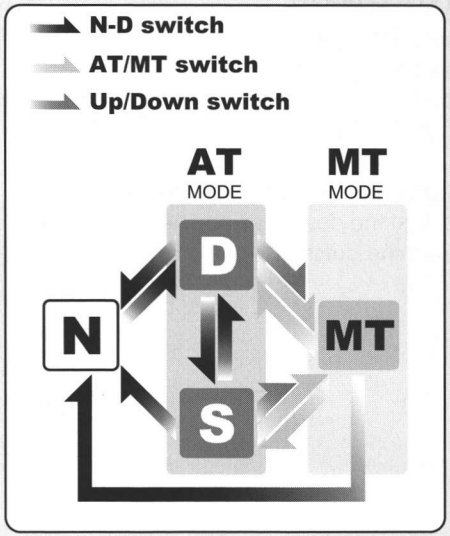
If you put the motorcycle in gear with the side stand down, the engine will shut off with the clutch disengaged.

Shifting Gears *(Continued)* (VFR1200FD)

Dual Clutch Transmission

In order to respond to rider demands in a broad range of situations, the transmission is equipped with three operating modes, AT MODE (including D mode for regular operation and S mode for sporty riding); and MT MODE (MT mode for a 6-speed manual operation), which delivers the same shift feel as a manual transmission.

The Dual Clutch Transmission system runs a self check immediately after starting the engine. "-" appears in the gear position indicator window for a few seconds, then goes out.
While "-" appears, you cannot shift into gear.



Neutral (N): Neutral is selected automatically when you turn the ignition switch to ON.

If neutral is not selected when you turn the ignition switch to ON:

- Turn the ignition OFF and ON again.
- If neutral is still not selected after turning the engine OFF then ON again. P.85 You may hear (click) noises when the transmission shifts to Neutral (N). This is normal.

When you can change between N and D

- Motorcycle is stopped and the engine is idling.
- Throttle is completely off. It is not possible to change from Neutral to D mode while the throttle is applied.
- You cannot change between N and D mode while the wheels are rotating.

NOTICE

- To prevent clutch damage, do not use the throttle to keep the motorcycle stopped uphill.

AT MODE: In this mode the gears are shifted automatically according to your riding conditions. You can choose between two modes within AT MODE: D mode and S mode.

D mode (AT): This is the standard mode when AT MODE is selected. Select D mode for regular operation and efficient fuel economy.

S mode (AT): Select this mode while riding in AT MODE when you need more power, such as when overtaking, climbing hills, pulling away.

MT MODE: MT MODE (6-speed manual operation) You can choose between 6 gears in this mode.

Shifting Gears *(Continued)*

Changing between Neutral and AT/MT

Changing from Neutral (N) to AT MODE

Press the D/S side of the N-D switch ((1)). The D mode indicator comes on, "1" is shown in the gear position indicator and first gear is selected.

Changing from AT or MT MODE to Neutral

Press N on the N-D switch ((2)).

Changing between D mode and S mode while in AT MODE

Press the D/S side of the N-D switch. The S or D mode indicator comes on ((3),(4)).

Changing between AT MODE and MT MODE

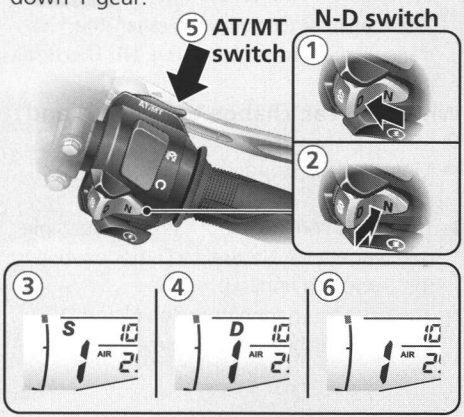
Press the AT/MT switch ((5)).

The S or D indicator goes out while MT MODE is selected ((6)).

Changing from AT to MT with the +, - switch

When press the shift up switch (+), you can change to MT MODE with shifting up 1 gear.

When press the shift down switch(-), you can change to MT MODE with shifting down 1 gear.



Riding in MT MODE

Shift up and down with the + and - switch. The selected gear is shown on the gear position indicator.

- If the MT MODE is selected, the transmission does not shift up automatically. Do not allow the engine revs to go into the red zone.
- The transmission automatically shifts down when you slow down, even in MT MODE.
- You will start from 1st gear even if MT MODE is selected.

Downshifting Blipping Control

In MT mode, this system controls down shifting with the throttle completely closed by increasing engine revs automatically to match the gear ratio.

- This system may not increase engine revs in some running conditions.

Shifting Up:

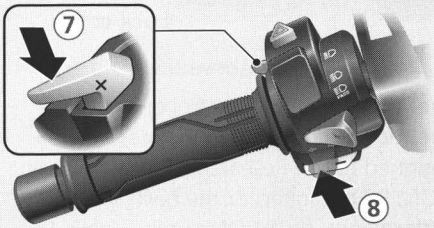
Press the shift up switch (+) (⑦).

Shifting Down:

Press the shift down switch (-) (⑧).

You cannot continue shifting gear by keeping the shift switch pressed.

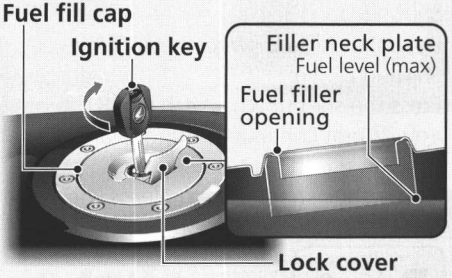
To continue shifting gear release the switch and press it again.



Shift Limit

You can't shift gear down if the engine revs exceed the limit.

Refuelling



Do not fill with fuel above the plate.

Fuel type: Unleaded petrol only
Fuel octane number: Your motorcycle is designed to use Research Octane Number (RON) 98 or higher for the best performance. If 98 RON is unavailable, 95 RON or higher can be also recommended.
Tank capacity: 18.5 litres (4.89 US gal, 4.07 Imp gal)

Refuelling and Fuel Guidelines P.12

Opening the Fuel Fill Cap

Open the lock cover, insert the ignition key, and turn it clockwise to open the cap.

Closing the Fuel Fill Cap

1. After refuelling, push the fuel fill cap closed until it locks.
2. Remove the key and close the cover.
 ► The key cannot be removed if the cap is not locked.

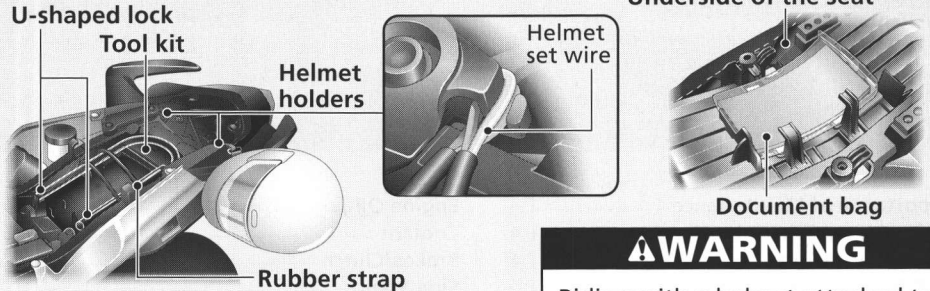
⚠WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine, and keep heat, sparks, and flame away.
- Handle fuel only outdoors.
- Wipe up spills immediately.

Storage Compartment

Helmet holders, a helmet set wire (in the tool kit) and a tool kit are located under the seat. There is also space to store a U-shaped lock. The document bag is located on the underside of the seat.



- The U-shaped lock is held in place above the rear fender by a rubber strap.
- Use the helmet holder only when parked.
- Some U-shaped locks may not fit in the compartment due to their size or design.

Removing the Seat P.53

⚠WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed. Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.

carefully before attempting any maintenance. Refer to "Specifications" for service data.

Importance of Maintenance P.41
Maintenance Schedule P.42
Maintenance Fundamentals P.45
Tool kit P.52
Removing & Installing Body Components P.53
- Seat P.53
- Clips P.54
- Final Gear Cover P.54
- Right Engine Heat Guard & Right Under Cowl P.55
- Right Rear Cowl P.57
- Battery P.58

Engine Oil P.59
Coolant P.65
Brakes/Clutch P.67
Side Stand P.71
Final Drive Oil P.72
Throttle P.73
Other Adjustments P.75
- Clutch and Brake Levers P.75
- Front Suspension P.76
- Rear Suspension P.77
- Headlight Aim P.79
- Brakelight Switch P.79

Importance of Maintenance

Keeping your motorcycle well-maintained is absolutely essential to your safety and to protect your investment, obtain maximum performance, avoid breakdowns, and reduce air pollution. Maintenance is the owner's responsibility. Be sure to inspect your motorcycle before each ride, and perform the periodic checks specified in the Maintenance Schedule. P.43

⚠WARNING

Improperly maintaining your motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.
Always follow the inspection and maintenance recommendations and schedules in this owner's manual.

Maintenance Safety

Always read the maintenance instructions before you begin each task, and make sure that you have the tools, parts, and skills required. We cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

Follow these guidelines when performing maintenance.

- Stop the engine and remove the key.
- Park your motorcycle on a firm, level surface using the side stand or a maintenance stand to provide support.
- Allow the engine, muffler, brakes, and other high-temperature parts to cool before servicing as you can get burned.
- Run the engine only when instructed, and do so in a well-ventilated area.

Maintenance Schedule

The maintenance schedule specifies the maintenance requirements necessary to ensure safe, dependable performance, and proper emission control.

Maintenance work should be performed in accordance with Honda's standards and specifications by properly trained and equipped technicians. Your dealer meets all of these requirements. Keep an accurate record of maintenance to help ensure that your motorcycle is properly maintained. Make sure that whomever performs the maintenance completes this record.

All scheduled maintenance is considered a normal owner operating cost and will be charged for by your dealer. Retain all receipts. If you sell the motorcycle, these receipts should be transferred with the motorcycle to the new owner.

Items \ Frequency		Odometer Reading *1						Annual Check	Regular Replace	Pre-ride Check	Refer to page
		× 1,000 km	1	12	24	36	48				
		× 1,000 mile	0.6	8	16	24	32				
Fuel Line	🔧			I	I	I	I	I		I	–
Throttle Operation	🔧			I	I	I	I	I		I	73
Air Cleaner *2	🔧				I		I				–
Spark Plug	🔧				I		R				–
Valve Clearance	🔧				I		I				–
Engine Oil			R	R	R	R	R	R		I	59
Engine Oil Filter			R	R	R	R	R	R			60
Clutch Oil Filter		VFR1200FD	R		R		R				63
Radiator Coolant *3				I	I	I	I	I	3 Years	I	65
Cooling System	🔧			I	I	I	I	I			–
Secondary Air Supply System	🔧			I	I	I	I	I			–

Maintenance Level

🔧 : Intermediate. We recommend service by your dealer, unless you have the necessary tools and are mechanically skilled. Procedures are provided in an official Honda Shop Manual.

✕ : Technical. In the interest of safety, have your motorcycle serviced by your dealer.

Maintenance Legend

I : Inspect (clean, adjust, lubricate, or replace, if necessary)
R : Replace

continued

Items \ Frequency		Odometer Reading *1						Annual Check	Regular Replace	Pre-ride Check	Refer to page
		× 1,000 km	1	12	24	36	48				
		× 1,000 mile	0.6	8	16	24	32				
Final Drive Oil									2 Years		72
Brake Fluid *3				I	I	I	I	I	2 Years	I	67
Brake Pads Wear				I	I	I	I	I		I	68
Brake System			I	I	I	I	I	I		I	75
Brakelight Switch				I	I	I	I	I			79
Brake Lock Operation		VFR1200FD	I	I	I	I	I	I		I	69
Headlight Aim				I	I	I	I	I			79
Clutch System		VFR1200F		I	I	I	I	I			75
Clutch Fluid *3		VFR1200F		I	I	I	I	I	2 Years	I	70
Exhaust Gas Control Actuator Cable					I		I				–
Side Stand				I	I	I	I	I		I	71
Suspension				I	I	I	I	I			76
Nuts, Bolts, Fasteners			I	I	I	I	I	I			–
Wheels/Tyres				I	I	I	I	I		I	49
Steering Head Bearings			I	I	I	I	I	I			–

Notes:

*1 : At higher odometer readings, repeat at the frequency interval established here.

*2 : Service more frequently when riding in unusually wet or dusty areas.

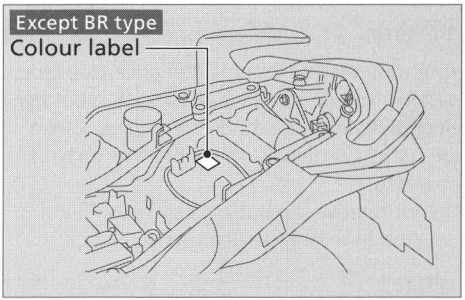
*3 : Replacement requires mechanical skill.

Replacing Parts

Always use Honda Genuine Parts or their equivalents to ensure reliability and safety.

Except BR type

When ordering coloured components, specify the model name, colour, and code mentioned on the colour label. The colour label is attached to the rear fender under the seat.
P.53



⚠WARNING

Installing non-Honda parts may make your motorcycle unsafe and cause a crash in which you can be seriously hurt or killed.
Always use Honda Genuine Parts or equivalents that have been designed and approved for your motorcycle.

Battery

Your motorcycle has a maintenance-free type battery. You do not have to check the battery electrolyte level or add distilled water. Clean the battery terminals if they become dirty or corroded.

Do not remove the battery cap seals. There is no need to remove the cap when charging.

NOTICE

Your battery is a maintenance-free type and can be permanently damaged if the cap strip is removed.



This symbol on the battery means that this product must not be treated as household waste.

NOTICE

An improperly disposed of battery can be harmful to the environment and human health.

Always confirm local regulations for battery disposal.

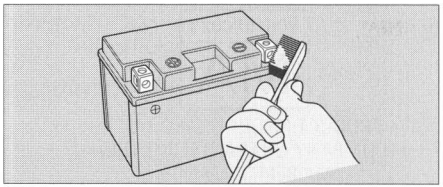
⚠WARNING

The battery gives off explosive hydrogen gas during normal operation. A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you.

Wear protective clothing and a face shield, or have a skilled mechanic do the battery servicing.

Cleaning the Battery Terminals

1. Remove the battery. ➡P.58
2. If the terminals are starting to corrode and are coated with a white substance, wash with warm water and wipe clean.
3. If the terminals are heavily corroded, clean and polish the terminals with a wire brush or sandpaper. Wear safety glasses.



4. After cleaning, reinstall the battery.

The battery has a limited life span. Consult your dealer about when you should replace the battery. Always replace the battery with another maintenance-free battery of the same type.

NOTICE

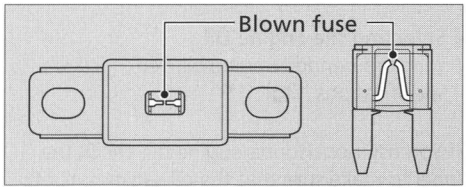
Installing non-Honda electrical accessories can overload the electrical system, discharging the battery and possibly damaging the system.

Fuses

Fuses protect the electrical circuits on your motorcycle. If something electrical on your motorcycle stops working, check for and replace any blown fuses. ➡P.99

Inspecting and Replacing Fuses

Turn off the ignition switch to remove and inspect fuses. If a fuse is blown, replace with a fuse of the same rating. For fuse ratings, see "Specifications." ➡P.116



NOTICE

Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

If a fuse fails repeatedly, you likely have an electrical fault. Have your motorcycle inspected by your dealer.

Engine Oil

Engine oil consumption varies and oil quality deteriorates according to riding conditions and time elapsed.
Check the engine oil level regularly, and top off if necessary. Dirty oil or old oil should be changed as soon as possible.

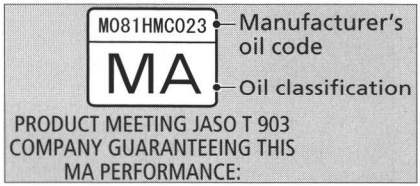
Selecting the Engine Oil

For recommended engine oil, see "Specifications." ➡P.115

If you use non-Honda engine oil, check the label to make sure that the oil satisfies all of the following standards:

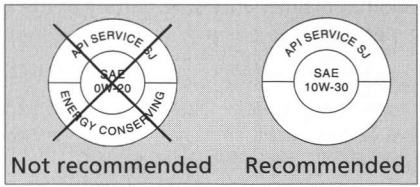
- JASO T 903 standard*1: MA
- SAE standard*2: 10W-30
- API classification*3: SG or higher

*1. The JASO T 903 standard is an index for engine oils for 4-stroke motorcycle engines. There are two classes: MA and MB. For example, the following label shows the MA classification.



*2. The SAE standard grades oils by their viscosity.

*3. The API classification specifies the quality and performance rating of engine oils. Use SG or higher oils, excluding oils marked as "Energy Conserving" on the circular API service symbol.



Brake Fluid (Clutch Fluid)

Do not add or replace brake fluid, except in an emergency. Use only fresh brake fluid from a sealed container. If you do add fluid, have the brake system serviced by your dealer as soon as possible.

NOTICE

Brake fluid can damage plastic and painted surfaces. Wipe up spills immediately and wash thoroughly.

Recommended brake fluid:
Honda DOT 4 Brake Fluid or equivalent

Final Drive Oil

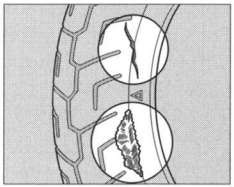
Recommended final drive oil:
Hypoid gear oil SAE 80

Tyres (Inspecting/Replacing)

Checking the Air Pressure

Visually inspect your tyres and use an air pressure gauge to measure the air pressure at least once a month or any time you think the tyres look low. Always check air pressure when your tyres are cold.

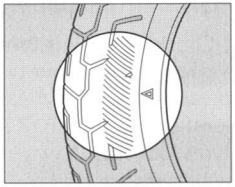
Inspecting for Damage



Inspect the tyres for cuts, slits, or cracks that exposes fabric or cords, or nails or other foreign objects embedded in the side of the tyre or the tread. Also inspect for the bumps or bulges in the side walls of the tyres.

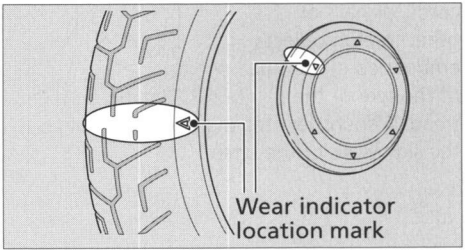
Inspecting for Abnormal Wear

Inspect the tyres for signs of abnormal wear on the contact surface.



Inspecting Tread Depth

Inspect the tread wear indicators. If they become visible, replace the tyres immediately. For safe riding, you should replace the tyres when the minimum tread depth is reached.



⚠WARNING

Riding on tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.
Follow all instructions in this owner's manual regarding tyre inflation and maintenance.

Germany

German law prohibits use of tyres whose tread depth is less than 1.6 mm.

Have your tyres replaced by your dealer. For recommended tyres, air pressure and minimum tread depth, see "Specifications." ➔P.115

Follow these guidelines whenever you replace tyres.

- Use the recommended tyres or equivalents of the same size, construction, speed rating, and load range.
- Have the wheel balanced with Honda Genuine balance weights or equivalents.
- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat build-up can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

⚠WARNING

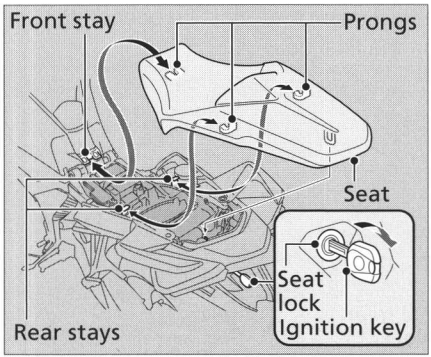
Installing improper tyres on your motorcycle can adversely affect handling and stability, and can cause a crash in which you can be seriously hurt or killed.
Always use the size and type of tyres recommended in this owner's manual.

The tool kit is stored under the seat. ➡P.53

You can perform some roadside repairs, minor adjustments and parts replacement with the tools contained in the kit.

- 10 x 12 mm Open end wrench
- 12 x 14 mm Open end wrench
- Spark plug wrench
- 5 mm Hex wrench
- Standard/Phillips screwdriver
- Screwdriver grip
- 8 mm Open end wrench
- Helmet set wire

Seat



Removal

1. Insert the ignition key into the seat lock, and turn and hold the key clockwise to unlock the seat.
2. Pull the rear of the seat back and up.

Installation

1. Insert the front and rear prongs into the front and rear stays on the frame.
2. Push forward and down on the rear of the seat until it locks in place.
 Make sure that the seat is locked securely in position to pull it up lightly.

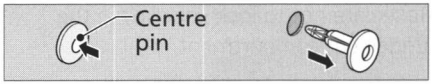
The seat locks automatically when closed. Take care not to lock your key in the underseat compartment.

Clips

The clips must be removed to remove the right rear cowl.

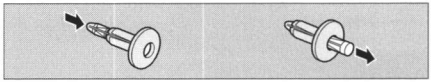
Removal

1. Press down on the centre pin to release the lock.
2. Pull the clip out of the hole.



Installation

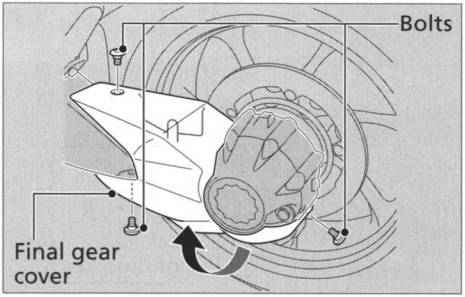
1. Push the bottom of the centre pin.



2. Insert the clip into the hole.
3. Press down on the centre pin to lock the clip.

Final Gear Cover

The final gear cover must be opened to drain the final gear oil.



Removal

1. Remove the bolts.
2. Open the final gear cover.

Installation

Install the parts in the reverse order of removal.

Right Engine Heat Guard & Right Under Cowl

The right engine heat guard must be opened to service the coolant reserve tank or to check the engine number.

(VFR1200F)

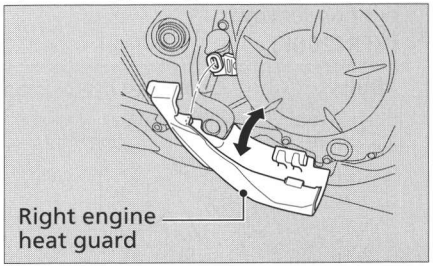
The right under cowl must be removed to service the engine oil filter.

(VFR1200FD)

The right under cowl must be removed to service the engine oil filter and the clutch oil filter.

Removal

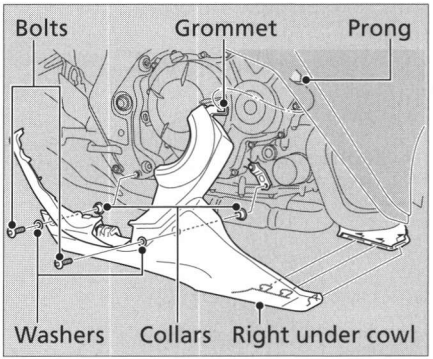
1. Open the right engine heat guard.



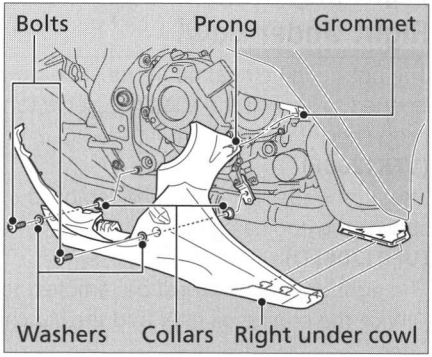
continued

2. Remove the bolts, washers and collars.
3. Remove the prong from the grommet.
4. Remove the right engine heat guard and right under cowl.

(VFR1200F)



(VFR1200FD)

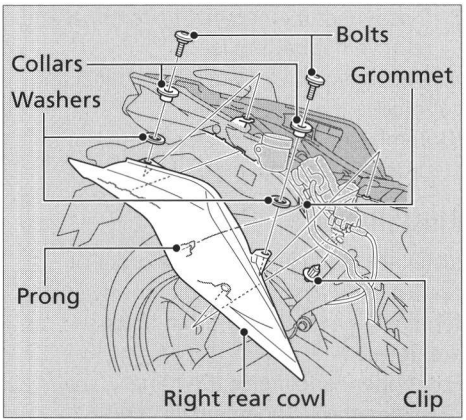


Installation

Install the parts in the reverse order of removal.

Right Rear Cowl

The right rear cowl must be removed to remove the rear wheel.



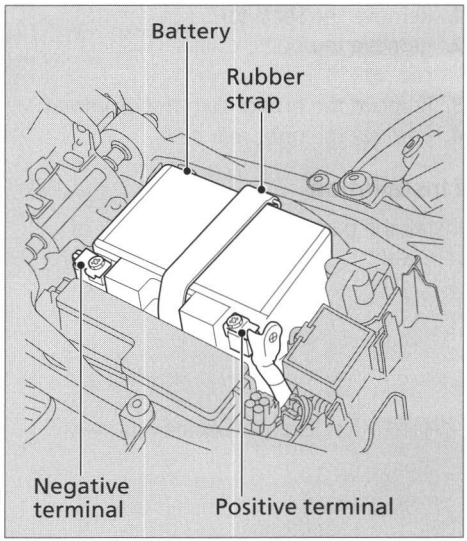
Removal

1. Remove the seat. P.53
2. Remove the bolts, collars, washers and clip. P.54
3. Remove the prong from the grommet.
4. Remove the right rear cowl.

Installation

Install the parts in the reverse order of removal.

Battery



Removal

1. Remove the seat. P.53
2. Unhook the rubber strap.
3. Disconnect the negative ⊖ terminal and remove the battery lead.
4. Disconnect the positive ⊕ terminal and remove the battery lead.
5. Remove the battery taking care not to drop the terminal nuts.

Installation

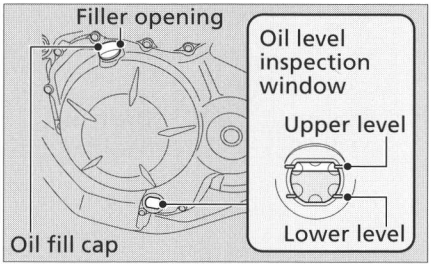
Install the parts in the reverse order of removal. Always connect the positive ⊕ terminal first. Make sure that bolts and nuts are tight.

For proper handling of the battery, see "Maintenance Fundamentals." P.46

Battery Goes Dead P.93

Checking the Engine Oil

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch OFF, stop the engine and wait 2 to 3 minutes.
3. Place your motorcycle in an upright position on a firm, level surface.
4. Check that the oil level is between the upper and lower level marks in the oil inspection window.



Adding Engine Oil

If the engine oil is below or near the lower level mark, add the recommended engine oil. P. 48

1. Add the recommended oil until it reaches the upper level mark.
 - Place your motorcycle in an upright position on a firm, level surface when checking the oil level.
 - Do not overfill above the upper level mark.
 - Make sure no foreign objects enter the oil filler opening.
 - Wipe up any spills immediately.
2. Securely reinstall the oil fill cap.

continued

NOTICE

Overfilling with oil or operating with insufficient oil can cause damage to your engine. Do not mix different brands and grades of oil. They may affect lubrication and clutch operation.

For the recommended oil and oil selection guidelines, see "Maintenance Fundamentals." P.48

Changing Engine Oil & Filter

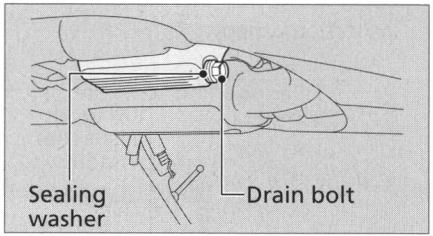
Changing the oil and filter requires special tools. We recommend that you have your motorcycle serviced by your dealer.

Use a new Honda Genuine oil filter or equivalent specified for your model.

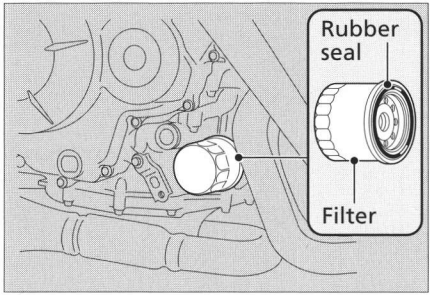
NOTICE

Using the wrong oil filter can result in serious damage to the engine.

1. If the engine is cold, idle the engine for 3 to 5 minutes.
2. Turn the ignition switch OFF, stop the engine and wait for 2 to 3 minutes.
3. Park on a firm, level surface and lower the side stand.
4. Place a drain pan under the drain bolt.
5. Remove the oil fill cap, drain bolt, and sealing washer to drain the oil.



6. Remove the right engine heat guard & right under cowl. P. 55
7. Remove the oil filter with a filter wrench and let the remaining oil drain out. Make sure the prior seal is not stuck to the engine.
 ▶ Discard the oil and oil filter at an approved recycling centre.



8. Apply a thin coat of engine oil to the rubber seal of a new oil filter.
9. Install a new oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

10. Replace the sealing washer. Install the drain bolt and tighten.

Torque: 29 N·m (3.0 kgf·m, 21 lbf·ft).

continued

11. Fill the crankcase with the recommended oil (P. 48) and install the oil fill cap.

Required oil
VFR1200F
When changing oil & engine oil filter:
3.2 litres (3.4 US qt, 2.8 Imp qt)
When changing oil only:
3.0 litres (3.2 US qt, 2.6 Imp qt)
VFR1200FD
When changing oil & engine oil filter:
3.9 litres (4.1 US qt, 3.4 Imp qt)
When changing oil only:
3.6 litres (3.8 US qt, 3.2 Imp qt)

12. Check the oil level. P. 59
13. Check that there are no oil leaks.
14. Install the right engine heat guard & right under cowl.

Changing Clutch Oil Filter (VFR1200FD only)

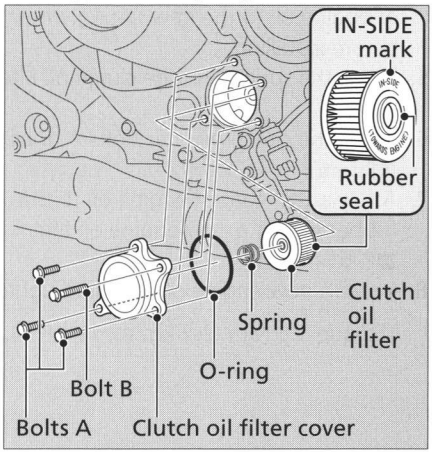
Use a new Honda Genuine clutch oil filter or equivalent specified for your model.

NOTICE

Using the wrong clutch oil filter can result in serious damage to the transmission.

1. Follow the steps 1-7 of Changing Engine Oil & Filter. P.60, 61

2. Remove the clutch oil filter cover, clutch oil filter and spring by removing the clutch oil filter bolts A and B.
 ▶ Discard the oil and clutch oil filter at an approved recycling centre.



continued

3. Install the new clutch oil filter with the rubber seal facing in, toward the engine. You will see "IN-SIDE" mark on the clutch oil filter body, near the seal.
4. Replace the O-ring and apply a thin coat of engine oil to the new O-ring when before installing it.
5. Install the spring and the clutch oil filter cover.
6. Install the clutch oil filter bolts A, B and tighten.
7. Apply a thin coat of engine oil to the rubber seal of a new engine oil filter. ➡P. 61
8. Install a new engine oil filter and tighten.

Torque: 26 N·m (2.7 kgf·m, 19 lbf·ft).

9. Replace the sealing washer. Install the drain bolt and tighten.

Torque: 29 N·m (3.0 kgf·m, 21 lbf·ft).

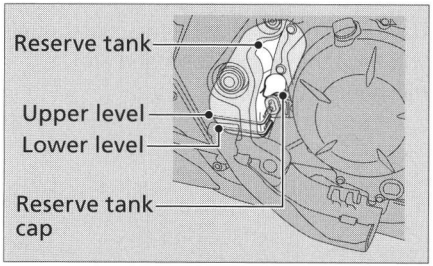
10. Fill the crankcase with the recommended oil (➡P. 48) and install the oil fill cap.

Required oil
When changing oil, engine oil filter & clutch oil filter:
4.0 litres (4.2 US qt, 3.5 Imp qt)

11. Check the oil level. ➡P. 59
12. Check that there are no oil leaks.
13. Install the right engine heat guard & right under cowl.

Checking the Coolant

1. Place your motorcycle on a firm, level surface.
2. Open the right engine heat guard. P. 55
3. Hold your motorcycle in an upright position.
4. Check that the coolant level is between the upper and lower level marks in the reserve tank.



If the coolant level is dropping noticeably or the reserve tank is empty, you likely have a serious leak. Have your motorcycle inspected by your dealer.

Recommended Coolant

Pro Honda HP is a pre-mixed solution of antifreeze and distilled water.

Concentration:
50% antifreeze and 50% distilled water

A concentration of antifreeze below 40% will not provide proper corrosion and cold temperature protection. A concentration of up to 60% will provide better protection in colder climates.

NOTICE
Using coolant not specified for aluminium engines or using ordinary tap water can cause corrosion.

Adding Coolant

1. If the coolant level is below the lower level, add fluid until the level reaches the upper level mark.
 Add fluid only from the reserve tank cap and do not remove the radiator cap.
2. Remove the reserve tank cap and add fluid while monitoring the coolant level.
 ▶ Do not overfill above the upper level mark.
 ▶ Make sure no foreign objects enter the reserve tank opening.
3. Securely reinstall the cap.
4. Close the right engine heat guard.

⚠WARNING

Removing the radiator cap while the engine is hot can cause the coolant to spray out, potentially scalding you.
Always let the engine and radiator cool down before removing the radiator cap.

Changing Coolant

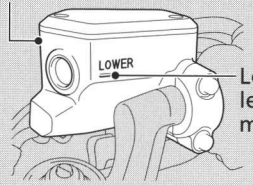
Have your dealer change the coolant unless you have the proper tools and are mechanically qualified.

Checking Brake Fluid

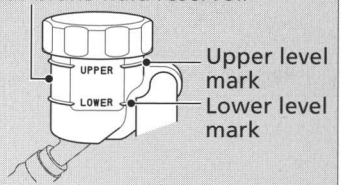
1. Place your motorcycle in an upright position on a firm, level surface.
2. Front Check that the brake fluid reservoir cap is horizontal and that the fluid level is above the lower level mark.
3. Rear Remove the seat. P.53
4. Rear Check that the brake fluid reservoir is horizontal and that the level is between the lower level and upper level marks.

If the brake fluid level in either reservoir is below the lower level mark or the brake lever and pedal freeplay becomes excessive, inspect the brake pads for wear. If the brake pads are not worn, you most likely have a leak. Have your motorcycle inspected by your dealer.

Front Front brake fluid reservoir

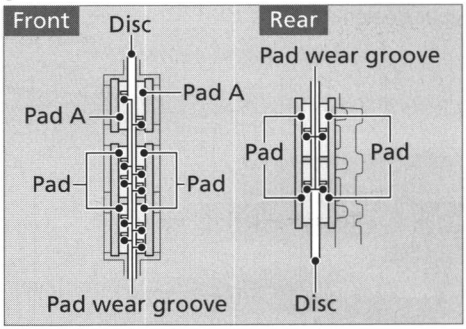


Rear Rear brake fluid reservoir



Inspecting the Brake Pads

Check the condition of the brake pad groove wear indicators. The pads need to be replaced if a brake pad is worn to the groove.

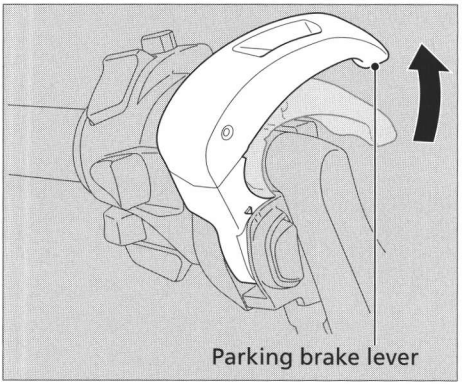


1. Front Inspect the brake pads from in front of the brake caliper.
 ▶ Always inspect both left and right calipers.
 ▶ Pad A of the left caliper is part of the combined brake system.
 Pad A wear of the left caliper may be different from the other pad.
2. Rear Inspect the brake pads from the rear right of the motorcycle.

If necessary have the pads replaced by your dealer.

Always replace both left and right brake pads at the same time.

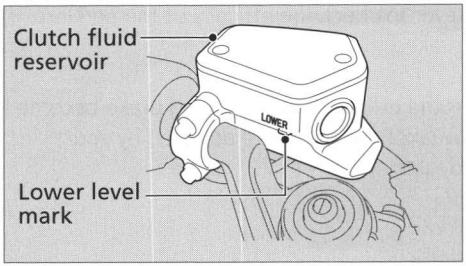
Inspecting the Parking Brake (VFR1200FD only)



Place your motorcycle on a firm, level surface. Stop the engine and push your motorcycle while applying the parking brake lever to check the efficacy of the parking brake.

If the efficacy of the parking brake become weak, have the brake adjusted by your dealer.

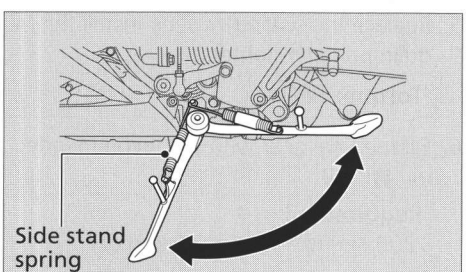
Checking Clutch Fluid (VFR1200F only)



1. Place your motorcycle in an upright position on a firm, level surface.
2. Check that the clutch fluid reservoir cap is horizontal and that the fluid level is above the lower level mark.

If the fluid level is low or if you find fluid leaks, or deterioration or cracks in the hoses and fittings, have the clutch system serviced by your dealer.

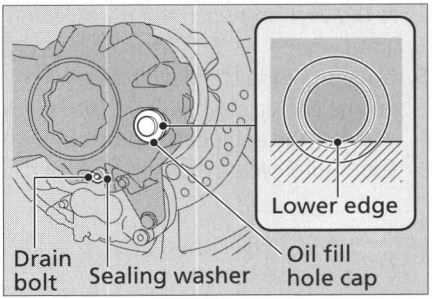
Side Stand



1. Check that the side stand operates smoothly. If the side stand is stiff or squeaky, clean the pivot area and lubricate the pivot bolt with clean grease.
2. Check the spring for damage or loss of tension.
3. **(VFR1200F)**
 Sit on the motorcycle, put the transmission in Neutral, and raise the side stand.
 (VFR1200FD)
 Sit on the motorcycle and raise the side stand.
4. **(VFR1200F)**
 Start the engine, pull the clutch lever in, and shift the transmission into gear.
 (VFR1200FD)
 Start the engine and press the D/S side of N-D switch to switch the transmission into D mode.
5. Lower the side stand all the way. The engine should stop as you lower the side stand. If the engine doesn't stop, have your motorcycle inspected by your dealer.

Changing Final Drive Oil

1. Place your motorcycle on the side stand on a level surface.
2. Open the final gear cover. ➡P. 54
3. Place a drain pan under the drain bolt.
4. Remove the oil fill hole cap, drain bolt, and sealing washer to drain the oil.



5. Replace the sealing washer. Install the drain bolt and tighten.

Torque: 12 N·m (1.2 kgf·m, 9 lbf·ft).

6. Fill the final gear with the recommended oil. ➡P. 49

Required oil:
200 cm³ (6.8 US oz, 7.0 Imp oz)

7. Check the oil level. It should be flush with the lower edge of the oil fill hole.
8. Reinstall the oil fill hole cap and tighten.

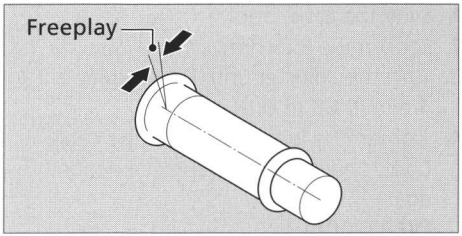
Torque: 8 N·m (0.8 kgf·m, 5.9 lbf·ft).

9. Check that there are no oil leaks.
10. Close the final gear cover.

Checking the Throttle

With the engine off, check that the throttle rotates smoothly from fully closed to fully open in all steering positions and throttle freeplay is correct. If the throttle does not move smoothly, close automatically, or if the cable is damaged, have the motorcycle inspected by your dealer.

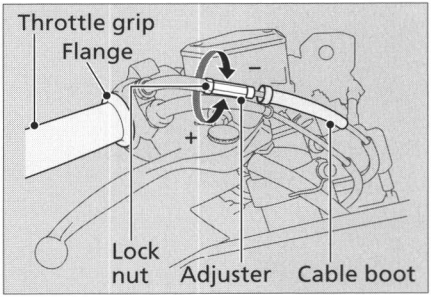
Freeplay at the throttle grip flange:
2 to 4 mm (0.08 to 0.16 in).



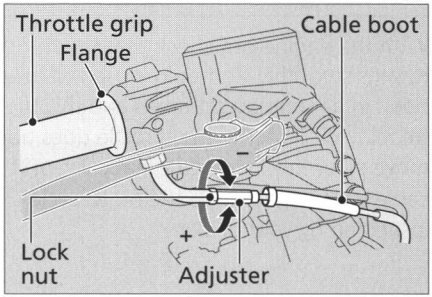
Adjusting the Throttle Cable Freeplay

1. Slide the cable boot.
2. Loosen the lock nut.
3. Turn the adjuster until the freeplay is 2 to 4 mm (0.08 to 0.16 in).
4. Tighten the lock nut, return the cable boot, and inspect the throttle action again.

(VFR1200F)



(VFR1200FD)



Adjusting the Clutch and Brake Levers

You can adjust the distance between the tip of the clutch and brake lever.

Adjustment method

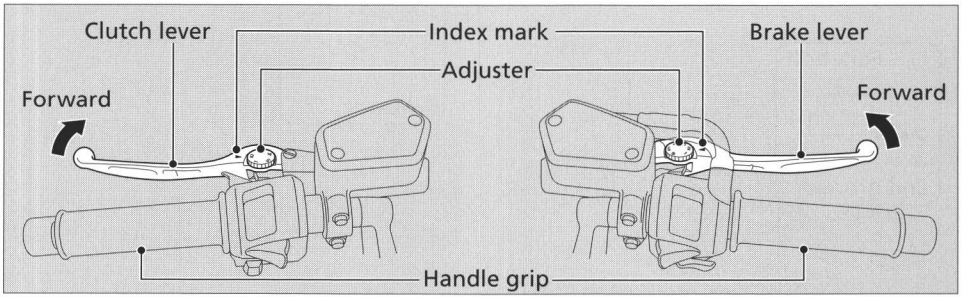
Turn the adjuster until the numbers align with the index mark while pushing the lever forward in the desired position.

After adjustment, check that the levers operate correctly before riding.

NOTICE

- Do not turn the adjuster beyond its natural limit.

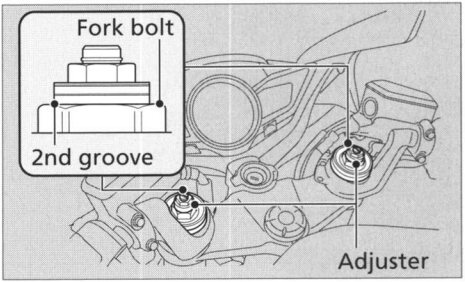
VFR1200FD is not equipped with clutch lever and clutch lever adjuster.



Adjusting the Front Suspension

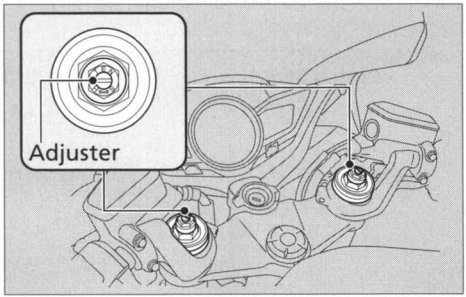
Spring Preload

You can adjust the spring preload by the adjuster to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is the second groove from the top aligning with the top surface of the fork bolts.



Rebound Damping

You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is 6 clicks from the maximum setting.



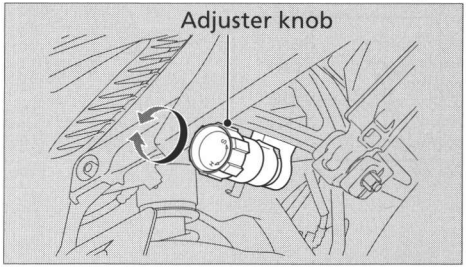
NOTICE

Do not turn the adjuster beyond its limits.
Adjust both left and right forks to the same spring preload and rebound damping.

Adjusting the Rear Suspension

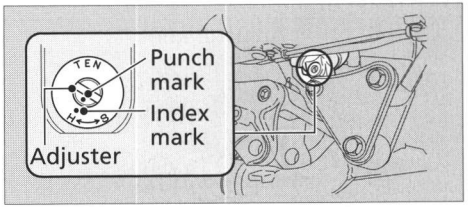
Spring Preload

You can adjust the spring preload by the adjuster knob to suit the load or the road surface. Turn clockwise to increase spring preload (hard), or turn counterclockwise to decrease spring preload (soft). The standard position is 11 clicks **(VFR1200F)**/15 clicks **(VFR1200FD)** from the minimum setting.



Rebound Damping

You can adjust the rebound damping by the adjuster to suit the load or the road surface. Turn clockwise to increase rebound damping (hard), or turn counterclockwise to decrease rebound damping (soft). The standard position is when the punch mark aligns with the reference mark, approximately 3/4 turns from the maximum setting.

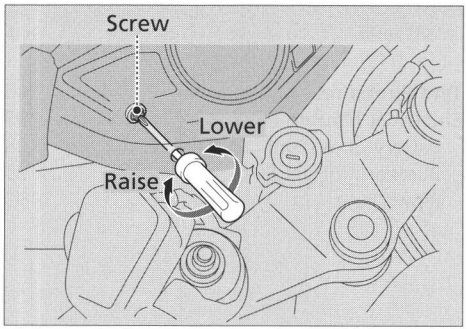


NOTICE
Do not turn the adjuster beyond its limits.

NOTICE
The rear shock absorber damper unit contains high pressure nitrogen gas. Do not attempt to disassemble, service, or improperly dispose of the damper. See your dealer.

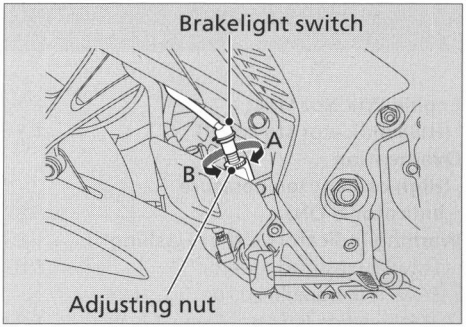
Adjusting the Headlight Aim

You can adjust vertical aim of the headlight for proper alignment. Turn the screw using a Phillips screwdriver provided in the tool kit (P.52) in or out as necessary.
Obey local laws and regulations.



Adjusting the Brakelight Switch

Check the operation of the brakelight switch. Turn the adjusting nut in the direction A if the switch operates too late, or turn the nut in the direction B if the switch operates too soon.



Engine Will Not Start (HISS indicator stays ON) P.81
Overheating (High coolant temperature indicator is ON) P.82
Warning Indicators ON or Flashing P.83
Low Oil Pressure Indicator P.83
PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL) P.83
ABS (Anti-lock Brake System) Indicator P.84
If the "-" Indicator is Blinking in the Gear Position Window While Riding P.85
Tyre Puncture P.86
Electrical Trouble P.93
Battery Goes Dead P.93
Burned-out Light Bulb P.93
Blown Fuse P.99

Engine Will Not Start (HISS indicator stays ON)

Starter Motor Operates But Engine Does Not Start

Check the following items:

- Make sure engine stop switch is RUN ○ position P.26, 29
- Check the correct engine starting sequence P.30, 31
- Check that there is petrol in the fuel tank
- Check if the PGM-FI malfunction indicator lamp (MIL) is ON
 - ► If the indicator light is ON, contact your dealer as soon as possible.
- Check if the HISS indicator stays ON
 - ► Turn the ignition switch to the OFF position and remove the key. Reinsert the key and turn the ignition switch to the ON position. If the indicator still stays ON, check the following:

 Check if there is another HISS key (including spare key) close to the ignition switch.

 Check if there are any metallic seals or stickers on the key.

 If the HISS indicator still stays ON, have your motorcycle inspected by your dealer.

Starter Motor Does Not Operate

Check the following items:

- Check for a blown fuse P.99
- Check for a loose battery connection or battery terminal corrosion P.46
- Check the condition of the battery P.93

If the problem continues, have your motorcycle inspected by your dealer.

Overheating (High coolant temperature indicator is ON)

The engine is overheating when the following occurs:

- High coolant temperature indicator comes ON
- Acceleration becomes sluggish

If this occurs, pull safely to the side of the road and perform the following procedure. Extended fast idling may cause the high coolant temperature indicator comes ON.

NOTICE

Continuing to ride with an overheated engine can cause serious damage to the engine.

1. Stop the engine using the ignition switch, and then turn the ignition switch to the ON position.
2. Check that the radiator fan is operating, and then turn the ignition switch to the OFF position.

 If the fan is not operating:

 Suspect a fault. Do not start the engine. Transport your motorcycle to your dealer.

 If the fan is operating:

 Allow the engine to cool with the ignition switch in the OFF position.
3. After the engine has cooled, inspect the radiator hose and check if there is a leak.
 ➡P.65

 If there is a leak:

 Do not start the engine. Transport your motorcycle to your dealer.
4. Check the coolant level in the reserve tank, and add coolant as necessary.
 ➡P.66
5. If 1-4 check normal, you may continue riding, but closely monitor the temperature gauge.

Low Oil Pressure Indicator

If the low oil pressure indicator comes ON, pull safely to the side of the road and stop the engine.

NOTICE
Continuing to ride with low oil pressure can cause serious damage to the engine.

1. Check the engine oil level, and add oil as necessary. P.59
2. Start the engine.
 ▶ Only continue riding if the low oil pressure indicator goes OFF.

Rapid acceleration may momentarily cause the low oil pressure indicator to come ON, especially if the oil is at or near the low level. If the low oil pressure indicator stays ON when the oil level is at the proper level, stop the engine and contact your dealer.

If the engine oil level goes down rapidly, your motorcycle may have a leak or another serious problem. Have your motorcycle inspected by your dealer.

PGM-FI (Programmed Fuel Injection) Malfunction Indicator Lamp (MIL)

If the indicator comes ON while riding, you may have a serious problem with the PGM-FI system. Reduce speed and have your motorcycle inspected by your dealer as soon as possible.

ABS (Anti-lock Brake System) Indicator

If the indicator operates in one of the following ways, you may have a serious problem with the brake system. Reduce your speed and have your motorcycle inspected by your dealer. as soon as possible.

- Indicator comes ON or starts flashing while riding
- Indicator does not come ON when the ignition switch is in the ON position
- Indicator does not go OFF at speeds above 10 km/h (6 mph)

If the ABS indicator stays ON, your brakes will continue to work as a conventional system, but without the anti-locking function.

The ABS indicator may come ON if you turn the rear wheel while your motorcycle is lifted off the ground. In this case, turn the ignition switch OFF and then ON again. The ABS indicator will go OFF after your speed reaches 10 km/h (6 mph).

(VFR1200FD only)

If the "-" indicator is blinking while riding, you may have a serious problem with the Dual Clutch Transmission system.

Park your motorcycle in a safe place and have your motorcycle inspected by dealer immediately.

There is possibility for you to ride yourself to go to dealer if you try to follow the procedure below.

1. Turn the ignition switch to OFF
2. Turn the ignition switch to ON and start the engine

If you cannot start the engine:

Turn the ignition switch to OFF and move the motorcycle back and forth slightly (to disengage the gears).

Turn the ignition switch to ON again and start the engine.

If you still cannot start the engine:

Start the engine while applying the brake lever or pressing the brake pedal.

If you can shift from N to D mode:

When a gear position is shown in the gear position indicator, you can ride in that gear. Take your motorcycle to your dealer riding at a safe speed.

If you can't shift from N to D mode and the "-" indicator is blinking:

Damage is preventing you from riding. Have your motorcycle inspected by your dealer immediately.

Repairing a puncture or removing a wheel requires special tools and technical expertise. We recommend you have this type of service performed by your dealer. After an emergency repair, always have the tyre inspected/replaced by your dealer.

Emergency Repair Using a Tyre Repair Kit

If your tyre has a minor puncture, you can make an emergency repair using a tubeless tyre repair kit.
Follow the instructions provided with the emergency tyre repair kit.
Riding your motorcycle with a temporary tyre repair is very risky. Do not exceed 50 km/h (30 mph). Have the tyre replaced by your dealer as soon as possible.

⚠WARNING

Riding your motorcycle with a temporary tyre repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed. If you must ride with a temporary tyre repair, ride slowly and carefully and do not exceed 50 km/h (30 mph) until the tyre is replaced.

Removing Wheels

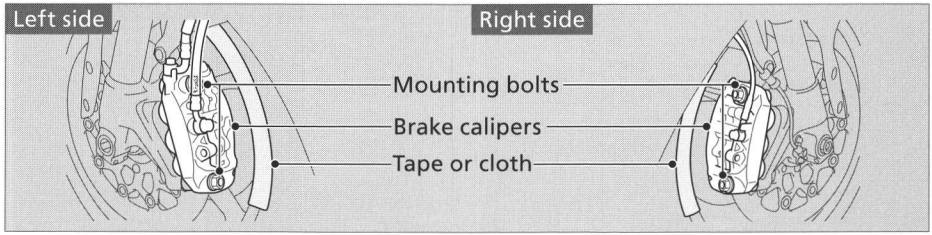
Follow these procedures if you need to remove a wheel in order to repair a puncture.

When removing and installing the wheel, be careful not to damage the wheel speed sensor and pulser ring.

Front Wheel

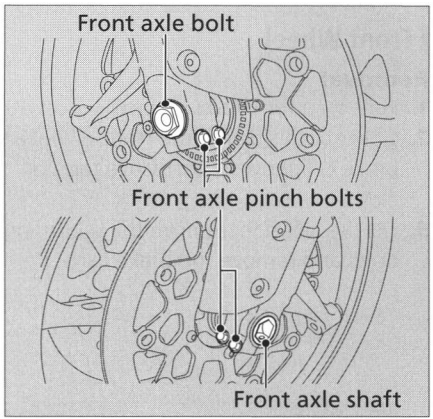
Removal

1. Park on a firm, level surface.
2. Cover both sides of the front wheel and brake caliper with protective tape or cloth.
3. On the left side, remove the mounting bolts and remove the brake caliper.
4. On the right side, remove the mounting bolts and remove the brake caliper.
 - ▶ Support the brake caliper assembly so that it doesn't hang from the brake hose. Do not twist the brake hose.
 - ▶ Avoid getting grease, oil, or dirt on the disc or pad surfaces.
 - ▶ Do not pull the brake lever or push the brake pedal while the brake caliper is removed.
 - ▶ Take care to prevent the brake caliper from scratching the wheel during removal.



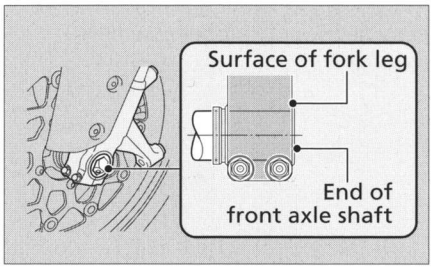
continued

5. Remove the front axle bolt.
6. Loosen the right axle pinch bolts.
7. Support your motorcycle securely and raise the front wheel off the ground using a maintenance stand or a hoist.
8. Loosen the left axle pinch bolts.
9. On the left side, withdraw the front axle shaft, and remove the side collars and wheel.



Installation

1. Attach the side collars to the wheel.
2. On the left side, place the wheel between the fork legs and insert the lightly greased front axle shaft to the end, through the left fork leg and wheel hub.
3. Align the end of the front axle shaft with the surface of the fork leg.



4. Tighten the left axle pinch bolts to hold the axle.
5. Tighten the axle bolt.

Torque: 79 N·m (8.1 kgf·m, 58 lbf·ft).

6. Loosen the left axle pinch bolts.
7. Tighten the right axle pinch bolts.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

8. Install the right brake caliper and tighten the mounting bolts.

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

continued

9. Install the left brake caliper and tighten the mounting bolts.

Torque: 45 N·m (4.6 kgf·m, 33 lbf·ft).

▶ Take care to prevent the brake caliper from scratching the wheel during installation.

▶ Use new mounting bolts when installing the brake caliper.

NOTICE

When installing the brake calipers into position on the fork legs, carefully fit the brake disc between the pads to avoid scratching them.

10. Lower the front wheel on the ground.
11. Apply the brake lever and brake pedal several times. Then, pump the fork several times.
12. Retighten the left axle pinch bolts.

Torque: 22 N·m (2.2 kgf·m, 16 lbf·ft).

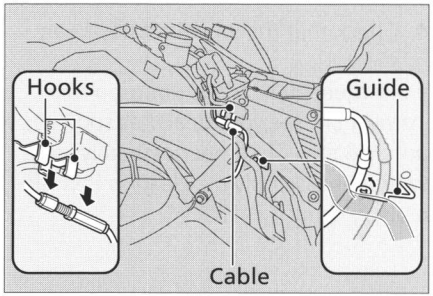
13. Raise the front wheel off the ground again, and check that the wheel rotates freely after you release the brake.
14. Remove the protective tape or cloth.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.

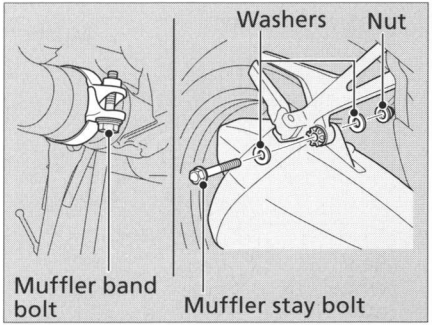
Rear Wheel

Removal

1. Remove the right rear cowl. P.57
2. Support your motorcycle securely and raise the rear wheel off the ground using a maintenance stand or a hoist.
3. Release the cable from the hooks and guide.

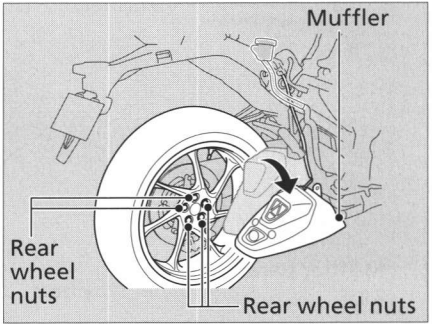


4. Loosen the muffler band bolt.
5. Remove the muffler stay bolt, nut and washers.



continued

6. Move the muffler outward.
7. Remove the rear wheel nuts, and remove the rear wheel.



Installation

1. To install the rear wheel, reverse the removal procedure.
2. Install the rear wheel and tighten the rear wheel nuts equally.

 Torque: 108 N·m (11 kgf·m, 80 lbf·ft).

3. Tighten the muffler band bolt.

 Torque: 17 N·m (1.7 kgf·m, 13 lbf·ft).

4. Check that the wheel rotates freely.

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

Battery Goes Dead

Charge the battery using a motorcycle battery charger.
Remove the battery from the motorcycle while charging.
Do not use an automobile-type battery charger, as these can overheat a motorcycle battery and cause permanent damage.
If the battery does not recover after recharging, contact your dealer.

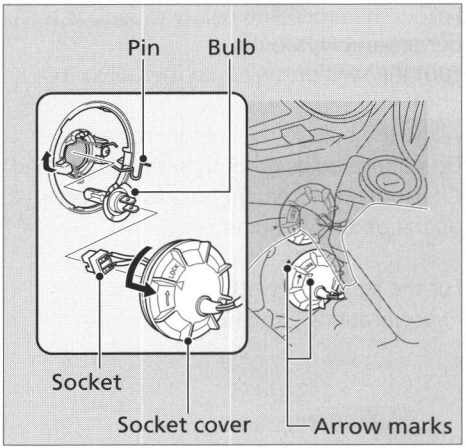
NOTICE
Jump starting using an automobile battery is not recommended, as this can damage your motorcycle's electrical system.

Burned-out Light Bulb

Follow the procedure below to replace a burned-out light bulb.
Turn the ignition switch to the OFF or LOCK position.
Allow the bulb to cool before replacing it.
Do not use bulbs other than those specified.
Check the replacement bulb for correct operation before riding.

For the light bulb wattage, see "Specifications." ➔P.116

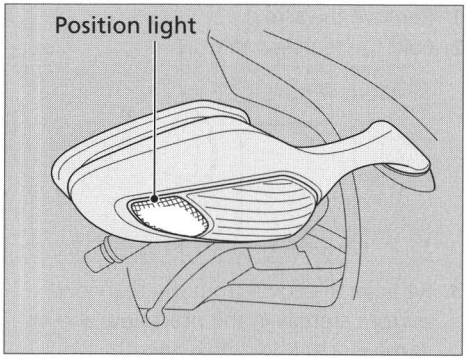
Headlight Bulb



1. Remove the socket cover by turning it counterclockwise.
2. Pull the socket off the bulb without turning it.
3. Press the pin down and pull out the bulb without turning it.
4. Install a new bulb and parts in the reverse order of removal.
 ▶ Make sure the arrow marks on the socket cover and headlight housing are aligned.

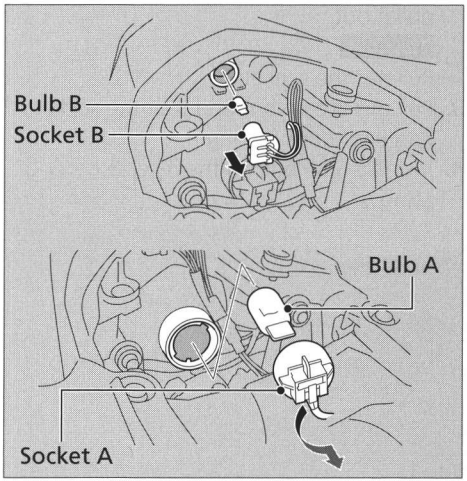
Do not touch the glass surface with your fingers. If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol.

Position Light



The position light uses several LEDs.
If there is a LED which is not turned on, see your dealer for this service.

Brake/Tail light Bulb



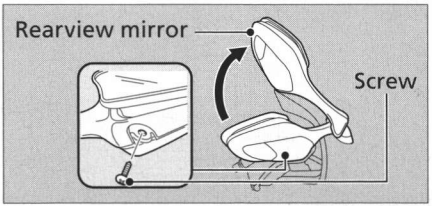
1. Remove the seat. ➔P.53

continued

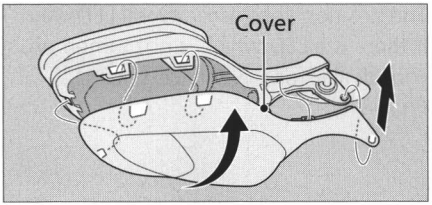
2. Brakelight
 Turn the socket A counterclockwise and pull it out.
 Tail light
 Pull out the socket B.
3. Pull out the bulb A and B of the socket A and B without turning it.
4. Install a new bulb in the reverse order of removal.

Front Turn Signal Bulb

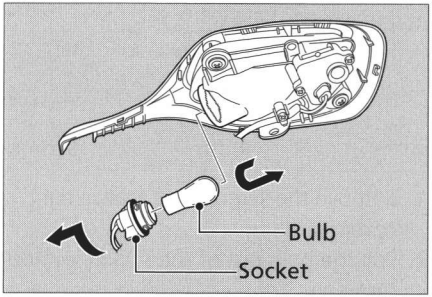
1. Remove the screw.
2. Fold the rearview mirror.



3. Remove the cover from the rearview mirror carefully in the procedure shown in the illustration.



4. Turn the socket counterclockwise and pull it out.
5. Slightly press the bulb in and turn it counterclockwise.
6. Install a new bulb in the reverse order of removal.

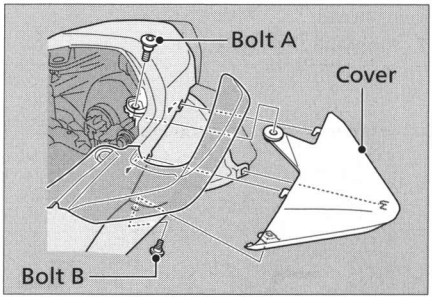


7. Reinstall the cover and install the screw and tighten.

Torque: 1.5 N·m (0.2 kgf·m, 1.1 lbf·ft).

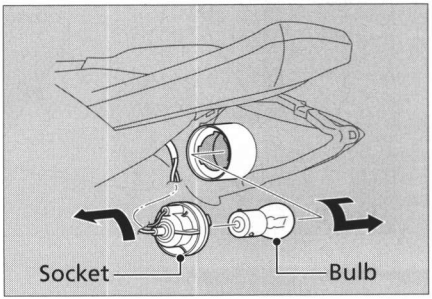
Rear Turn Signal Bulb

1. Remove the seat. P.53
2. Remove the bolt A and B.
3. Remove the cover.

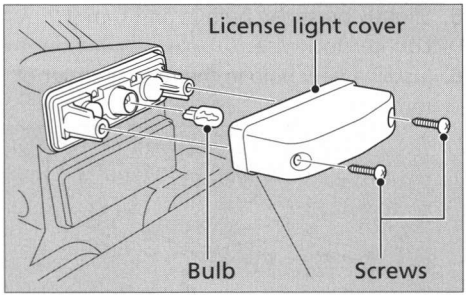


continued

4. Turn the socket counterclockwise and pull it out.
5. Slightly press the bulb in and turn it counterclockwise.
6. Install a new bulb in the reverse order of removal.
7. Reinstall the cover.



License Plate Light Bulb

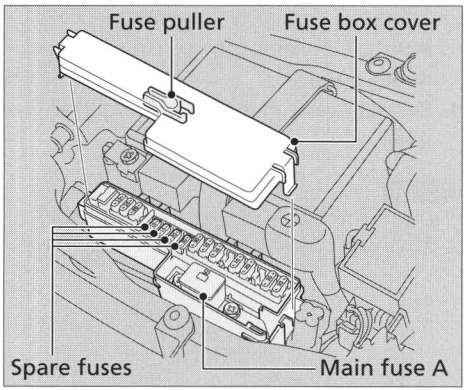


1. Remove the screws and license light cover.
2. Pull the bulb out of the socket without turning it.
3. Install a new bulb in the reverse order of removal.
4. Reinstall the cover.

Blown Fuse

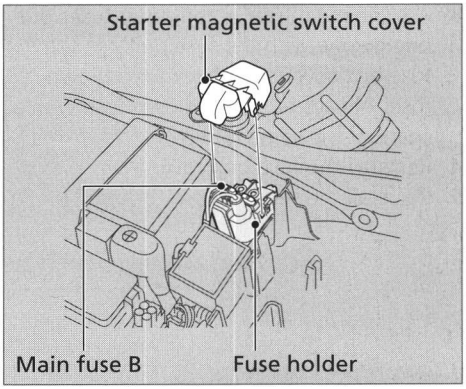
Before handling fuses, see "Inspecting and Replacing Fuses." ➡P.47

Fuse Box Fuses



1. Remove the seat. ➡P.53
2. Remove the fuse box cover.
3. Pull the main fuse A and other fuses out one by one with the fuse puller in the fuse box cover and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
4. Reinstall the fuse box cover.
5. Reinstall the seat.

Fuse Holder Fuses



1. Remove the seat. P.53
2. Remove the starter magnetic switch cover.
3. Pull the main fuse B and other fuses out one by one with the fuse puller and check for a blown fuse. Always replace a blown fuse with a spare of the same rating.
 ▶ Spare fuses are provided in the fuse box.
 ▶ A fuse puller is provided in the fuse box cover.
4. Reinstall parts in the reverse order of removal.

NOTICE
If a fuse fails repeatedly, you likely have an electrical problem. Have your motorcycle inspected by your dealer.

Keys P.102
Instruments, Controls, & Other Features P.103
Fuels Containing Alcohol P.106
Catalytic Converters P.107
Caring for Your Motorcycle P.108
Storing Your Motorcycle P.110
Transporting Your Motorcycle P.111
You & the Environment P.112
Serial Numbers P.113

Keys

Ignition key

The ignition key contains a special coded chip that is recognized by the immobilizer system (HISS) in order to start the engine. Handle the key carefully to prevent damaging the HISS components.

- Do not bend keys or subject them to undue stress.
- Avoid prolonged exposure to sunlight or high temperatures.
- Do not grind, drill or in any way alter their shape.
- Do not expose to strong magnetic objects.

If you lose all keys and the key number plate, the PGM-FI unit/ignition control module must be replaced by your dealer. To avoid this, keep a duplicate key.
If you lose a key, make another duplicate key immediately.

To make a duplicate key and register it with your HISS system, take the spare key, the key number plate, and the motorcycle to your dealer.

Instruments, Controls, & Other Features

Ignition Switch

The headlight is always ON when the ignition switch is ON. Leaving the ignition switch ON with the engine stopped will drain the battery.

Engine Stop Switch

Do not use the engine stop switch except in an emergency. Doing so when riding will cause the engine to suddenly turn off, making riding unsafe.

If you stop the engine using the engine stop switch, turn the ignition switch OFF. Failing to do so will drain the battery.

Odometer

The display locks at 999,999 when the read-out exceeds 999,999.

HISS

The Honda Ignition Security System (HISS) immobilizes the engine's ignition system if an improperly-coded key is used to try and start the engine. When the ignition switch is turned OFF, the HISS immobilizer system is always alert, even if the HISS indicator is not flashing. If the ignition switch is turned ON with the engine stop switch in the RUN position, the HISS indicator turns ON and goes off after a few seconds to indicate it is OK to start the engine.

➡HISS Indicator Does Not Turn OFF P.81

The HISS indicator starts flashing every 2 seconds for 24 hours after the ignition switch is turned OFF. To prevent or to restore the HISS indicator flashing:

continued

1. With the ignition switch ON, press and hold the A button (P.18) for 2 seconds or more when the display function mode is odometer.
 ▶ The HISS indicator flashes once.
2. Turn the ignition switch OFF.

EC Directive

This immobilizer system complies with R & TTE (Radio and Telecommunications Terminal Equipment and the mutual recognition of their conformity) Directive.

CE

The declaration of conformity to R & TTE Directive is provided to the owner at the time of purchase. The declaration of conformity should be kept at a safe place. When the declaration of conformity is lost or is not provided, contact your dealer.

South Africa only



BR type only



This equipment operates on a secondary basis and, consequently, must accept harmful interference, including from stations of the same kind, and may not cause harmful interference to systems operating on a primary basis.

Document Bag

The owner's manual, registration, and insurance information can be stored in the plastic document bag on the underside of the seat.

Ignition Cut-off System

A banking (lean angle) sensor automatically stops the engine and fuel pump if the motorcycle falls over. To reset the sensor, you must turn the ignition switch to OFF and back to the ON position before the engine can be restarted.

Fuels Containing Alcohol

Some conventional fuels blended with alcohol are available in some locales to help reduce emissions to meet clean air standards. If you plan to use blended fuel, check that it is unleaded and meets the minimum octane rating requirement.

The following fuel blends can be used in your motorcycle:

- Ethanol (ethyl alcohol) 10% by volume (max).
- Petrol containing ethanol may be marketed under the name Gasohol.
- Methanol (methyl alcohol) 5% by volume (max) that contain cosolvents and corrosion inhibitors to protect the fuel system. Never use a blend containing more than 5%.

The use of petrol containing more than 10% ethanol (or more than 5% methanol) may:

- Damage the painting of the fuel tank.
- Damage the rubber tubes of the fuel line.
- Cause corrosion of the fuel tank.
- Cause poor drivability.

NOTICE

Use of blended fuels containing higher than approved percentages can damage metal, rubber, plastic parts of your fuel system.

If you notice any undesirable operating symptoms or performance problems, try a different brand of petrol.

Catalytic Converters

This motorcycle is equipped with a three-way catalytic converter. The catalytic converter contains precious metals that serve as catalysts in high temperature chemical reactions that convert hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) in the exhaust gasses into safe compounds.

A defective catalytic converter contributes to air pollution and can impair your engine's performance. A replacement unit must be an original Honda part or equivalent.

Follow these guidelines to protect your motorcycle's catalytic converters.

- Always use unleaded petrol. Leaded petrol will damage the catalytic converters.
- Keep the engine in good running condition.
- Have your motorcycle serviced if your engine is misfiring, backfiring, stalling, or otherwise not running properly, stop riding and turn off the engine.

Caring for Your Motorcycle

Frequent cleaning and polishing is important to ensure the life of your Honda. A clean motorcycle makes it easier to spot potential problems.

In particular, seawater and salts used to prevent ice on roads promote the formation of corrosion. Always wash your motorcycle thoroughly after riding on coastal or treated roads.

Washing

Allow the engine, muffler, brakes, and other high-temperature parts to cool before washing.

1. Rinse your motorcycle thoroughly using a garden hose to remove loose dirt.
2. If necessary, use a sponge or a soft towel with mild cleaner to remove road grime.
 ▶ Clean the windscreen, headlight lens, panels, and other plastic components with extra care to avoid scratching them. Avoid directing water into the air cleaner, muffler, and electrical parts.
3. Thoroughly rinse your motorcycle with plenty of clean water.
4. After the motorcycle dries, lubricate any moving parts.
 ▶ Make sure that no lubricant spills onto the brakes or tyres. Brake discs or pads contaminated with oil will suffer greatly reduced braking effectiveness and can lead to a crash.
5. Apply a coat of wax to prevent corrosion.
 ▶ Avoid products that contain harsh detergents or chemical solvents. These can damage the metal, paint, and plastic on your motorcycle.
 Keep the wax clear of the tyres and brakes.

Washing Precautions

Follow these guidelines when washing:

- Do not use high-pressure washers:

► High-pressure water cleaners can damage moving parts and electrical parts, rendering them inoperable.

- Do not direct water at the muffler:
 ► Water in the muffler can prevent starting and causes rust in the muffler.
- Dry the brakes:
 ► Water adversely affects braking effectiveness. After washing, apply the brakes intermittently at low speed to help dry them.
- Do not direct water under the seat:
 ► Water in the underseat compartment can damage your documents and other belongings.
- Do not direct water at the air cleaner:
 ► Water in the air cleaner can prevent the engine from starting.
- Do not direct water near the headlight:
 ► Any condensation inside the headlight should dissipate after a few minutes of running the engine.

Aluminium Components

Aluminium will corrode from contact with dirt, mud, or road salt. Clean aluminium parts regularly and follow these guidelines to avoid scratches:

- Do not use stiff brushes, steel wool, or cleaners containing abrasives.
- Avoid riding over or scraping against curbs.

Panels and Windscreen

Follow these guidelines to prevent scratches and blemishes:

- Wash gently using a soft sponge and plenty of water.
- To remove stubborn stains, use diluted detergent and rinse thoroughly with plenty of water.
- Avoid getting petrol, brake fluid, or detergents on the instruments, windscreen, panels, or headlight.

Exhaust Pipe and Muffler

The exhaust is made of stainless steel, which can become tarnished with burn marks if splattered with oil or other substances when hot. To remove burn marks, use a mild abrasive compound. To remove dirt and mud, use a kitchen cleaning solution for stainless steel and wash with a soft sponge. Rinse with plenty of water to remove all residue.

NOTICE

Even though the exhaust is made of stainless steel, it can become stained. Remove all marks and blemishes as soon as they are noticed.

Storing Your Motorcycle

If you store your motorcycle outdoors, you should consider using a full-body motorcycle cover.

If you won't be riding for an extended period, follow these guidelines:

- Wash your motorcycle and wax all painted surfaces (except matte painted surfaces). Coat chrome pieces with rust-inhibiting oil.
- Place your motorcycle on a maintenance stand and position a block so that both tyres are off the ground.
- After rain, remove the body cover and allow the motorcycle to dry.
- Remove the battery to prevent discharge. Charge the battery in a shaded, well-ventilated area.
 - ▶ If you leave the battery in place, disconnect the negative ⊖ terminal to prevent discharge.

After removing your motorcycle from storage, inspect all maintenance items required by the Maintenance Schedule.

Transporting Your Motorcycle

If your motorcycle needs to be transported, it should be carried on a motorcycle trailer or a flatbed truck or trailer that has a loading ramp or lifting platform, and motorcycle tie-down straps. Never try to tow your motorcycle with a wheel or wheels on the ground.

NOTICE

Towing your motorcycle can cause serious damage to the transmission.

You & the Environment

Owning and riding a motorcycle can be enjoyable, but you must do your part to protect the environment.

Choose Sensible Cleaners

Use a biodegradable detergent when you wash your motorcycle. Avoid aerosol spray cleaners that contain chlorofluorocarbons (CFCs) which damage the atmosphere's protective ozone layer.

Recycle Wastes

Put oil and other toxic wastes in approved containers and take them to a recycling centre. Call your local or state office of public works or environmental services to find a recycling centre in your area, and to get instructions on how to dispose of non-recyclable wastes. Do not place used engine oil in the trash, or pour it down a drain or on the ground. Used oil, petrol, coolant, and cleaning solvents contain poisons that can hurt refuse workers and contaminate drinking water, lakes, rivers, and oceans.

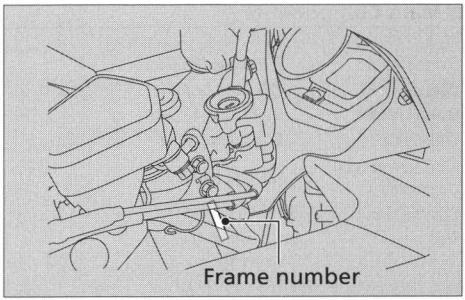
Serial Numbers

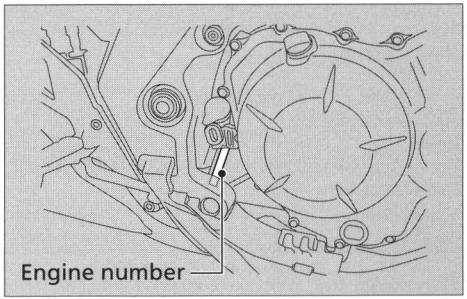
The frame and engine serial numbers uniquely identify your motorcycle and are required in order to register your motorcycle. They may also be required when ordering replacement parts.

The frame number is stamped on the right side of the steering head.

The engine number is stamped on the side of the crankcase. To check the engine number, open the right engine heat guard. ➡P.55

You should record these numbers and keep them in a safe place.





■ Main Components

Type	BC-SC63
Overall length	2,250 mm (88.6 in)
Overall width	755 mm (29.7 in)
Overall height	1,220 mm (48.0 in)
Wheelbase	1,545 mm (60.8 in)
Minimum ground clearance	125 mm (4.9 in)
Caster angle	25° 30′
Trail	101 mm (4.0 in)
Curb weight	**VFR1200F** 267 kg (589 lb) **VFR1200FD** 278 kg (613 lb)
Maximum weight capacity*1	196 kg (433 lb)
Maximum luggage weight*2	46 kg (101 lb) Luggage 21 kg (46 lb) Accessories 25 kg (55 lb)
Passenger capacity	Rider and 1 passenger
Minimum turning radius	3.5 m (11.6 ft)

*1 Including rider, passenger, all luggage, and accessories
*2 Includes the weight of the luggage and added accessories.
*3 If Research Octane Number (RON) 98 is unavailable, 95 RON or higher can be also recommended.

Displacement	1,237 cm³ (75.45 cu-in)	
Bore x stroke	81.0 x 60.0 mm (3.19 x 2.36 in)	
Compression ratio	12.0:1	
Fuel	Unleaded petrol Recommended: 98 RON or higher (*3)	
Tank capacity	18.5 litres (4.89 US gal, 4.07 Imp gal)	
Battery	12V-11.2Ah	
Gear ratios	**VFR1200F**	
	1st	2.600
	2nd	1.736
	3rd	1.363
	4th	1.160
	5th	1.032
	6th	0.939
	VFR1200FD	
	1st	2.466
	2nd	1.789
	3rd	1.409
	4th	1.160
	5th	1.032
	6th	0.939
Reduction ratios (primary / secondary / final)	**VFR1200F** 1.738 / 1.060 / 2.545 **VFR1200FD** 1.738 / 1.063 / 2.545	

Service Data

Tyre size	Front	120/70ZR17M/C (58W)
	Rear	190/55ZR17M/C (75W)
Tyre type		Radial, tubeless
Recommended Tyres	Front	DUNLOP ROADSMART CQ K BRIDGESTONE BT021F N
	Rear	DUNLOP ROADSMART K BRIDGESTONE BT021R N
Tyre air pressure	Front	250 kPa (2.50 kgf/cm², 36 psi)
	Rear	290 kPa (2.90 kgf/cm², 42 psi)
Minimum tread depth	Front	1.5 mm (0.06 in)
	Rear	2.0 mm (0.08 in)
Spark plugs	(standard)	IMR9E-9HES (NGK) or VUH27ES (DENSO)
Spark plug gap	(non-adjustable)	0.80 to 0.90 mm (0.031 to 0.035 in)
Idle speed		1,150 ± 100 rpm
Recommended engine oil	Honda 4-stroke motorcycle oil API Service Classification SG or higher, excluding oils marked as "Energy Conserving," SAE 10W-30, JASO T 903 standard MA	

Engine oil capacity	**VFR1200F**	
	After draining	3.0 litres (3.2 US qt, 2.6 Imp qt)
	After draining & engine oil filter change	3.2 litres (3.4 US qt, 2.8 Imp qt)
	After disassembly	4.0 litres (4.2 US qt, 3.5 Imp qt)
	VFR1200FD	
	After draining	3.6 litres (3.8 US qt, 3.2 Imp qt)
	After draining & engine oil filter change	3.9 litres (4.1 US qt, 3.4 Imp qt)
	After draining, engine & clutch oil filter change	4.0 litres (4.2 US qt, 3.5 Imp qt)
	After disassembly	4.9 litres (5.2 US qt, 4.3 Imp qt)
Recommended final drive oil	Hypoid gear oil SAE 80	
Final drive oil capacity	After draining	200 cm³ (6.8 US oz, 7.0 Imp oz)
	After disassembly	240 cm³ (8.1 US oz, 8.4 Imp oz)

Recommended brake (clutch) fluid	Honda DOT 4 Brake Fluid
Cooling system capacity	**VFR1200F** 3.60 litres (3.80 US qt, 3.17 Imp qt) **VFR1200FD** 3.94 litres (4.16 US qt, 3.47 Imp qt)
Recommended coolant	Pro Honda HP Coolant

Bulbs

Headlight	12V-55W x 2
Brakelight	12V-21/5W
Tail light	12V-5W
Front turn signal lights	12V-21W x 2
Rear turn signal lights	12V-21W x 2
Position light	LED
License plate light	12V-5W

Fuses

Main fuse	A	50A
	B	30A
Other fuses	30A, 20A, 15A, 10A	

Torque Specifications

Engine oil drain bolt	29 N·m (3.0 kgf·m, 21 lbf·ft)
Oil filter	26 N·m (2.7 kgf·m, 19 lbf·ft)
Final drive oil fill hole cap	8 N·m (0.8 kgf·m, 5.9 lbf·ft)
Final drive oil drain bolt	12 N·m (1.2 kgf·m, 9 lbf·ft)
Front wheel axle bolt	79 N·m (8.1 kgf·m, 58 lbf·ft)
Front wheel brake caliper mounting bolts	45 N·m (4.6 kgf·m, 33 lbf·ft)
Front wheel axle pinch bolts	22 N·m (2.2 kgf·m, 16 lbf·ft)
Rear wheel nuts	108 N·m (11 kgf·m, 80 lbf·ft)
Muffler band bolt	17 N·m (1.7 kgf·m, 13 lbf·ft)
Front turn signal cover screws	1.5 N·m (0.2 kgf·m, 1.1 lbf·ft)

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